THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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A ***HISTORY OF THE WAR*** *up to the sinking of the "Lusitania" will be included in a special four-page Department in next week's issue. The entire progress of the conflict will be carefully reviewed, day by day, giving the reader an intelligent grasp of this tremendous chapter of human history. As the edition will be limited, it is advised that orders be placed early to avoid disappointment.*

TOPICS - OF - THE - DAY

AMERICA'S RESPONSE TO GERMANY'S CHALLENGE

DRAWN SUDDENLY toward the maelstrom of this gigantic war by the torpedoing of the *Lusitania* and the killing of more than a hundred American men, women, and children, the native American press meets the crisis with a steadiness and a virtual unity of spirit that must bring comfort, as the Pittsburg *Dispatch* remarks, to "the clear-eyed statesman in the White House, whose single aim and one prayer in this moment is the welfare of his countrymen." "We can only stand and wait, united in our determination to enforce the will of our Government," says the Chicago *Tribune*. "All Americans of undivided allegiance are behind the Government at Washington," declares the New York *Sun*, and this assurance is echoed by the press of all sections. "Happily, there is every sign that the people are substantially of one mind in the existing test of our Government," remarks the New York *Evening Post*, which notes among the newspapers of the United States printed in English only two—the St. Louis *Times* and the Milwaukee *Free Press*—which defend the sinking of the *Lusitania*. The nation "heard with deep satisfaction of the President's resolve to demand of Germany reparation for past wrongs and guaranties that they shall not be repeated," declares the New York *Times*, which rejoices that he makes his protest and demand "in the name of international law," and that "he is with conscience, with sincerity, and with firmness seeking to avert the great calamity of war, without involving us in the greater calamity of supine toleration of unbearable wrongs." "Germany must find means to carry on her war without putting our citizens to death," declares the same paper in another issue, and suggests that this is a demand in which other nations will have a right to join, since "there were Danes, Swedes, Greeks, Italians, and other neutrals aboard the *Lusitania*." "If this is the way Germany proposes to make war, if this is the measure of her humanity," adds *The Times*, "then all neutral nations are on notice that the complete defeat of Germany and eradication of the military spirit of Germany are essential to their peace and safety."

THE PRESIDENT.

Many papers call attention to the fact that the killing of American citizens on board the *Lusitania* was not only without the slightest sanction of international law or the usages of civilized warfare, but was a direct defiance of the warning given to the German Government by the Government of the United States a few days after the publication of the "war-zone" decree. In this warning President Wilson gave notice that Germany would be held to "strict accountability" if the activities of her submarines in the "war-zone" resulted in the destruction of American ships or the loss of American lives. This notice, remarks the Cincinnati *Times-Star*, "has been answered both by the destruction of an American ship and by the destruction of American lives on British ships." "Germany has done exactly what the United States told her, with all the force of her position as a great Power, must not be done," remarks the Baltimore *News*, and adds: "We can not recede from that stand." Germany would never have committed "this atrocious act" if she had

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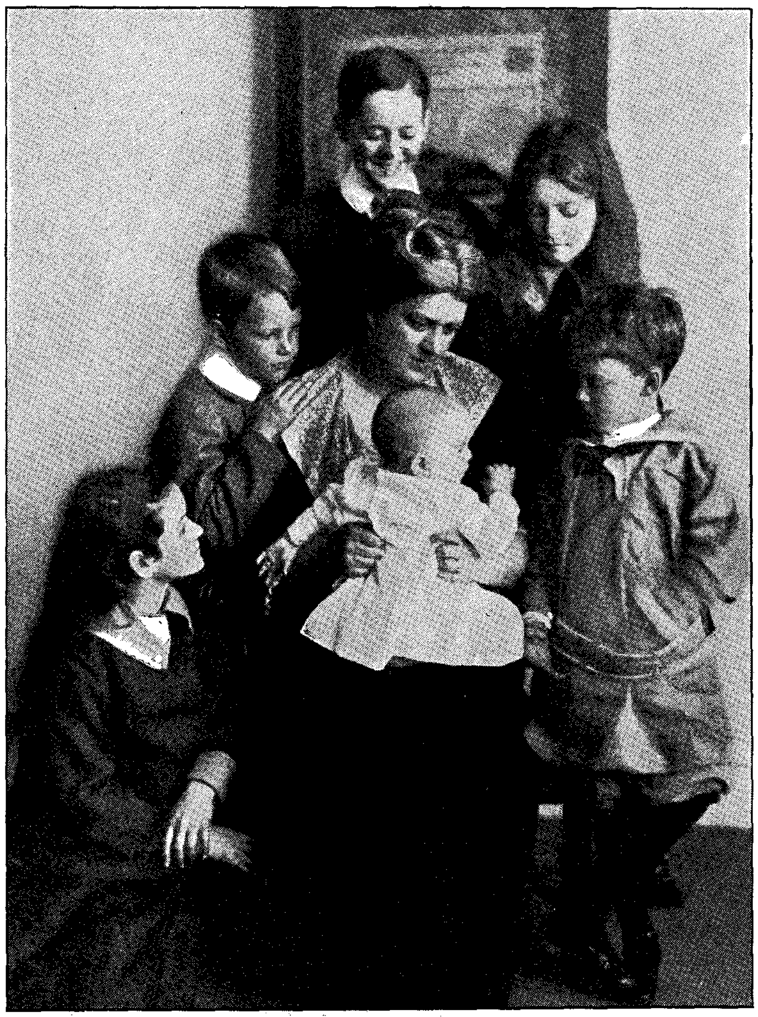
not scorned the President's warning, says the Providence *Journal.* "The American people don't want to become involved in the war," remarks the Savannah *News*, "and they don't want their Government to be placed in the position of retreating from any position it has taken." And in the Chicago *Herald* we read:

> "Our German-American friends and fellow citizens, through their press and in interviews, lay great emphasis on the 'warning' which the German Government gave to their American fellow citizens slaughtered on board the *Lusitania.*
>
> "Why do they so completely ignore that other 'warning' which the Government of the United States—their Government to which they owe and at least profess allegiance—gave to the German Government with respect to the 'strict accountability' to which it would be held by the American people if American lives should be snuffed out in the German submarine campaign?
>
> "Which 'warning' is a loyal American bound most to consider? To which must he give the greatest weight? To that of a foreign Government threatening him with death if he goes along a public highway upon his lawful business? Or to that of his own Government promising him protection wherever on the world's highway he might travel in a peaceable manner with lawful intents?
>
> "In a word, should American citizens turn their eyes and ears for guidance to Washington or to Berlin?"



ALL LOST WITH THE *LUSITANIA.*

Mrs. Paul Crompton and her children, of Philadelphia. Fifty babies less than a year old and over a hundred others less than two years old were, as the New York *World* puts it, "butchered in the *Lusitania* massacre." "What wonder," it adds bitterly, "that German school children received an official holiday in order that they might help celebrate this glorious hero-victory!"

While "we shall not make war now to avenge those who have been murdered," says the New York *Tribune*, "we shall not continue to avoid war if the question becomes one of defending those who still live." Hundreds of Americans are now on the sea and approaching the war-zone, notes the New York *Globe*, and we must have assurance that "what has been done shall not be done again." "The American people do not want war with Germany if war can be honorably avoided, but that question must be decided in Berlin, not in Washington," declares the New York *World*, which goes on to say:

> "We know our rights under international law, and we are not without means of enforcing those rights. Furthermore, those rights will be enforced—peaceably if possible, but by force if necessary. . . . . . .
>
> "It is for the German Government to say whether it desires peace or war with the United States. If it desires peace with the United States, there will be no more *Lusitania* massacres. There will be no more *Gulflight* incidents. There will be no more attacks of any kind upon American ships and American citizens engaged in the exercise of their lawful rights. If Germany wants war with the United States, she has only to continue in the course that she is now pursuing."

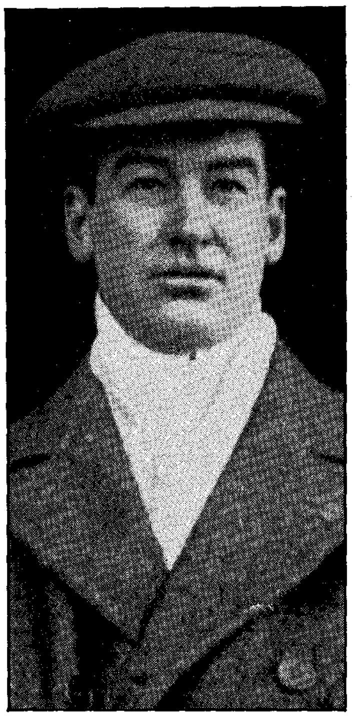
But if Germany does not desire peace with the United States, if she rejects our demands, is war really the only alternative? An affirmative answer seems implicit in the attitude of such papers as the Memphis *Commercial Appeal*, Boston *Transcript*, Providence *Journal*, Washington *Times*, and Baltimore *News*. "It is impossible that America shall continue to be the victim of war without being a party to the affair," declares the Washington *Times*, and the Boston *Transcript* affirms that "absolute disavowal, abject apology, ample reparation, and satisfactory assurances that the crime will not be repeated can alone save Germany from war with the United States, if the United States is to retain its right to a place in the family of civilized and self-respecting Powers." As chief of the neutral nations, says the Chicago *Daily News*, the United States "owes it not only to itself, but to the cause of civilization, to stand up firmly for the rights of neutrals," and to resort to "other and perhaps more effective measures if diplomacy fails." On the other hand, the Hartford *Courant* remarks: "Our protests may well be loud and vigorous, but that is about all that we can do." And the Springfield *Republican*, which thinks that "a war for redress or reprisal would not be within the bounds of reason," predicts that "there will be found ways to vindicate this country's rights and dignity, without resort to a state of war that would be fruitless and perhaps ridiculous because the belligerents would be in no position to do each other harm." The question of our next step if Germany refuses our demands, says the Philadelphia *Record*, "has many puzzling aspects," because—

> "Our military strength is so small that, in a final resort to arms, it would count for nothing. Our navy is of fair size and excellent material, but, so long as Germany declines to fight on the water, preferring to wage undersea warfare against defenseless vessels, the addition of our navy to that of the Allies would be superfluous. By our geographical position our actions would thus be greatly circumscribed. In fact, it is difficult to see what effective move could be made. Such considerations must be borne in mind when drastic action is urged."

"Germany has probably come to the conclusion that the United States can not do her much harm, and, therefore, that friendly relationship with this country is a matter of entire indifference to her," thinks the Sioux City *Tribune*. And *The Wall Street Journal*, going further, suggests that "if Germany is trying to provoke war with this country there may be a method in her madness," since "our ships added to the fleets which have already destroyed her commerce could make little difference," while "the obligation laid upon us to increase our own resources in munitions of war and foodstuffs would to that extent hamper the Allies." "It is reasonably assured," adds this paper, "that the Allies would much prefer that the United States should remain neutral." And turning again to the Springfield *Republican* we read: "What could German militarism like better than to detach the United States from its place at the head of the neutral nations and thrust it into a position of important belligerency?"

If war is to eventuate, remarks the New York *Call*, "its results will be far more important and ominous for the German people who live among us than for the Germans overseas." This reminds us sharply of the statement, heard more than once since the European War began, that there are at least twice as many German and Austrian reservists in the United States than there are men in our standing army. It also brings up the question: "What would be the attitude, in case of war, of our millions of German-Americans whose sympathies have up to the present been so strongly with their Fatherland in the war it is waging?" Some of their spokesmen, as quoted in another article in this issue, "Where German-Americans Stand," have already declared themselves "with the President of the United States to the finish in all matters affecting national honor or national prestige"; and the New York *Evening Post* remarks that, "for our part, we have never had a doubt of the entire loyalty of the vast majority of them." "The hyphen was submarined with the *Lusitania*," declares the New York *Herald*, and henceforth "there can be no divided allegiance." On the other hand, German-Americans have written to the papers suggesting that war with Germany might lead to civil war in the United States. And the *Frankfurter Zeitung*, one of the most influential papers in Germany, recently boasted that America would be impotent in any contest with Germany because of the presence here of German immigrants and their children who "still think along German lines." In this connection it is interesting to turn to these words addrest by President Wilson in Philadelphia, on May 10, to some four thousand newly naturalized citizens:

> "You can not dedicate yourself to America unless you become in every respect and with every purpose of your will thorough Americans. You can not become thorough Americans if you think of yourselves in groups. America does not consist of groups. A man who thinks himself as belonging to a particular national group in America has not yet become an American, and the man who goes among you to trade upon your nationality is no worthy son to live under the Stars and Stripes."



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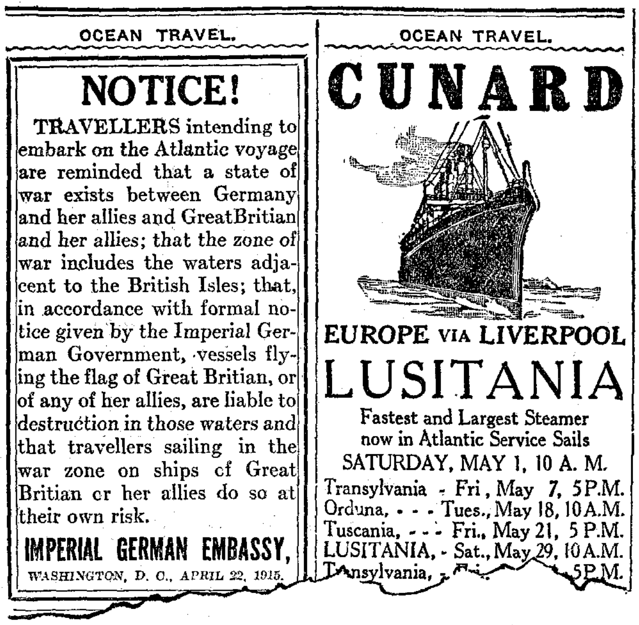
"FIND ALL THE KIDDIES."

The last known words of Alfred G. Vanderbilt, spoken to his valet as the *Lusitania* was sinking. "The millionaire dashed to the boats with two little ones in his arms at a time. When he could find no more children he went to the assistance of the women and placed as many as he could safely in the boats. In all his work he was gallantly assisted by Denyer, and the two continued their efforts until the very end."

President Wilson's note to the German Government on the sinking of the *Lusitania* concludes with the statement that the United States Government will not "omit any word or any act necessary to the performance of its sacred duty of maintaining the rights of the United States and its citizens and of safeguarding their free exercise and enjoyment." Among these "indisputable rights" of American citizens the President includes their right to go about their lawful business on the high seas, even on merchant ships of belligerent nationality. To insure this right he virtually calls for a cessation of Germany's submarine warfare on merchantmen. He also calls for a disavowal by the German Government of such acts as the killing of Leon C. Thrasher, the aeroplane attack on the *Cushing*, the torpedoing of the *Gulflight*, and the murdering of Americans on the *Lusitania*. After complimenting the German Government on "the humane and enlightened attitude hitherto assumed" by it "in matters of international right," he refers to the warning to neutrals contained in Germany's original "war-zone" proclamation, and goes on to say:

> "This Government has already taken occasion to inform the Imperial German Government that it can not admit the adoption of such measures or such a warning of danger to operate as in any degree an abbreviation of the rights of American shipmasters or of American citizens bound on lawful errands as passengers on merchant ships of belligerent nationality; and that it must hold the Imperial German Government to a strict accountability for any infringement of these rights, intentional or incidental. . . . . .
>
> "Manifestly submarines can not be used against merchantmen without an inevitable violation of many sacred principles of justice and humanity."



OCEAN TRAVEL.

NOTICE!

TRAVELLERS intending to embark on the Atlantic voyage are reminded that a state of war exists between Germany and her allies and Great Britian and her allies; that the zone of war includes the waters adjacent to the British Isles; that, in accordance with formal notice given by the Imperial German Government, vessels flying the flag of Great Britian, or of any of her allies, are liable to destruction in those waters and that travellers sailing in the war zone on ships of Great Britian or her allies do so at their own risk.

IMPERIAL GERMAN EMBASSY,

WASHINGTON, D. C., APRIL 22, 1915.

OCEAN TRAVEL.

CUNARD

EUROPE VIA LIVERPOOL

LUSITANIA

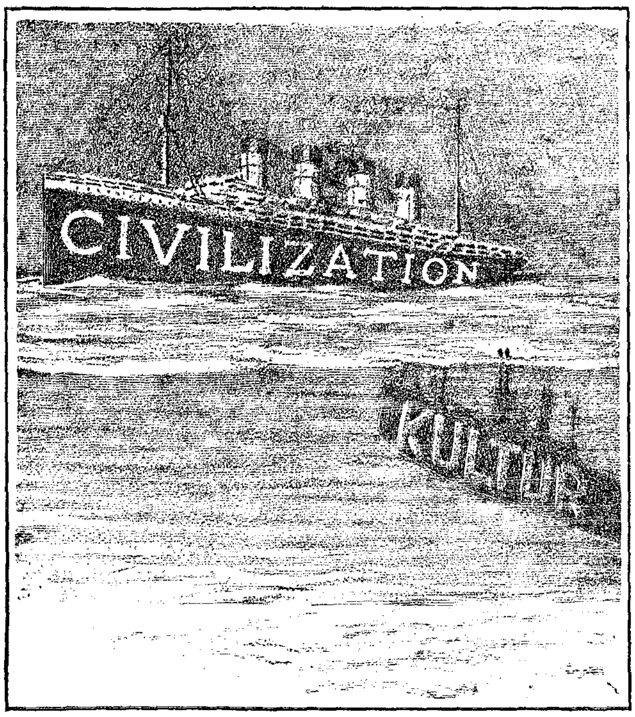
Fastest and Largest Steamer
now in Atlantic Service Sails
SATURDAY, MAY 1, 10 A. M.
Transylvania - Fri, May 7, 5 P.M.
Orduna, - - - Tues., May 18, 10 A.M.
Tuscania, - - - Fri., May 21, 5 P.M.
LUSITANIA, - Sat., May 29, 10 A.M.
Transylvania, - Fri. 5 P.M.

THE "DEATH-NOTICE."

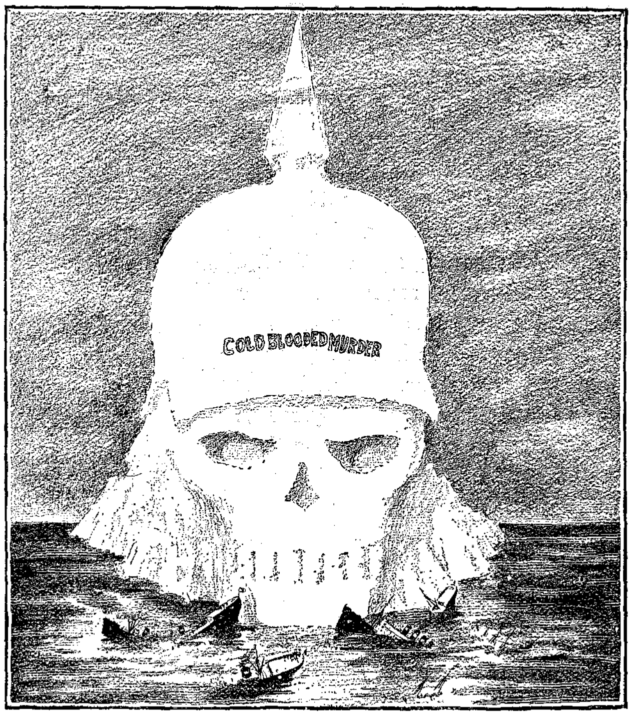
Its appearance next to the Cunard advertisement the day the *Lusitania* sailed is held by Germany to absolve her from all blood-guiltiness.

Referring to the famous "death-notice" the President points out that "no warning that an unlawful and inhumane act will be committed can possibly be accepted as an excuse or palliation for that act or as an abatement of the responsibility for its commission." Declaring that the commanders who committed such acts against us must have done so "under misapprehension of orders" he expresses confident expectation—

> "that the Imperial German Government will disavow the acts of which the Government of the United States complains, that they will make reparation, so far as reparation is possible, for injuries which are without measure, and that they will take immediate steps to prevent the recurrence of anything so obviously subversive of the principles of warfare for which the Imperial German Government have in the past so wisely and so firmly contended."



AS THE WORLD SEES IT.
—Sykes in the Philadelphia *Evening Ledger*.



ANOTHER ICEBERG.
—Harding in the Brooklyn *Eagle*.

ROCKING THE BOAT.

WHERE THE GERMAN-AMERICANS STAND

"ENTIRELY JUSTIFIED" is the verdict that is passed by German-American papers upon the sinking of the *Lusitania*. Germany's right to sink, without immediate notice, a merchant vessel carrying contraband of war, is, to this section of American opinion, so obvious that it hardly merits discussion, tho a number of papers argue that the warning issued by the German Embassy fulfils that obligation of giving notice demanded by international law. Three other subjects of no little importance are next considered: the question as to who is really responsible for the loss of American lives, which all deplore; what is the proper action, if any, that should be taken; and, finally, what would be the attitude of American citizens of German blood in the event of any conflict between the United States and Germany—an eventuality regarded as extremely improbable.

There seems to be an almost universal opinion that upon England rests the responsibility for the loss of so many non-combatant lives. The Buffalo *Volksfreund* says:

"Germany acted within her rights after giving preliminary world-wide notice to shipping interests by establishing a war-zone; which action she supplemented by special public notice to American travelers prior to this sailing. Responsibility rests with England and the Cunard Line for attempting to use Americans as human shields to guard ammunition-supplies on an English auxiliary cruiser."

The *New Yorker Staats-Zeitung* goes further and asks if the loss of the *Lusitania* was not deliberately planned by England to obtain the assistance of neutrals:

"Was it part of the plan by means of the sinking of the *Lusitania*, with its many American passengers, so to unite the neutrals of the world—Italy, Holland, the Scandinavian countries, the Balkans, and even South America—into an offensive and defensive alliance that should be directed under the war-cry of 'the rights of neutrals' against Germany and against Germany's submarine warfare?"

The *New Yorker Herold* holds that the loss of Americans on British ships can not rightly be used as a basis of a protest, as there is no doctrine of international law stating that the presence of neutrals on belligerent ships confers immunity from attack. It then proceeds:

"If it were really the case that the presence of one or more Americans on board a British ship could confer immunity upon the ship, its crew and cargo, then Germany's sea offensive against England would be completely nullified, as England would entice upon every ship a pair of 'immunity-Americans.' This is simply absurd."

The St. Louis *Westliche Post* notes warningly that England is trying to embroil us:

"Because England herself is powerless, the United States is to be provoked into war with Germany. As it stands to-day the chances of such an eventuality are small, but the Washington Government will act very carefully before taking decisive steps."

The German-speaking labor papers are strong for peace—peace at any price—and manifest, as they have done since the war began, a strongly anti-German tone. A good example is found in the views of the New York *Volkszeitung*, which says:

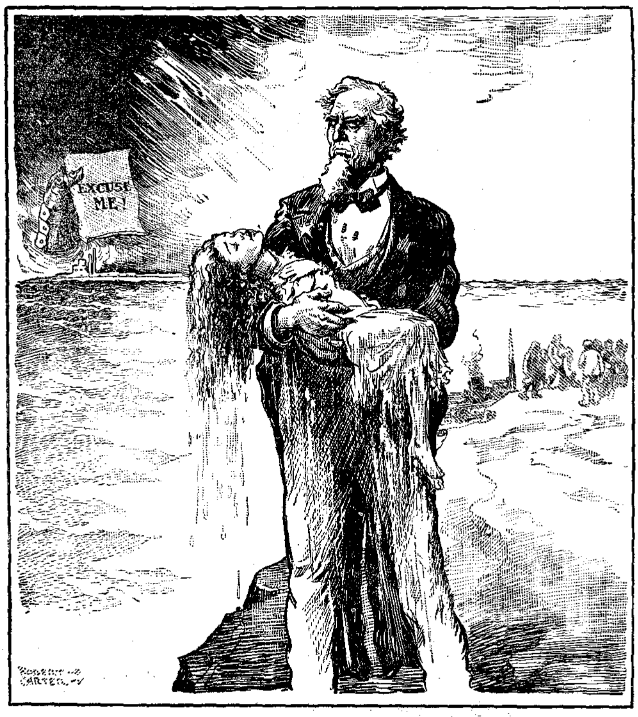
"The workers can have no interest in a war. They stand to lose their all—lives, homes, jobs, families, happiness. Therefore it is the duty of American workingmen to fight this campaign of frenzy and hate. It is not a question of excusing the German act. That can not be excused. But we can not bring the dead American passengers to life by sending unknown thousands of soldiers to an early grave. After all, there are other methods of punishing Germany for her wanton slaughter. 'Down with war! Peace at all costs!' That must be the slogan of the American workman."

Another New York paper is strongly against any idea of war. Says the *Deutsches Journal:*

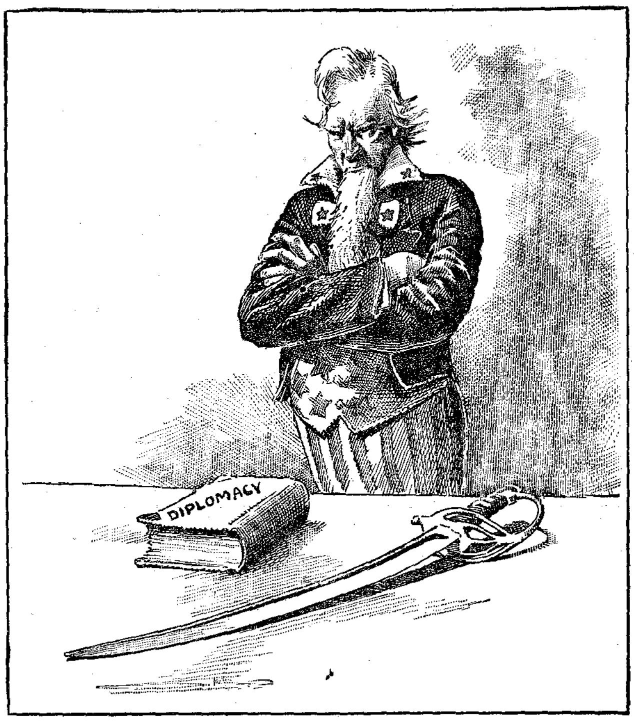
"It is terrible that women and children and other non-combatants should be sacrificed in the horrors of this war, and it is just as horrible that men should be killed and maimed. It makes no essential difference whether these men wear uniforms or not. We must not forget that the sinking of the *Lusitania* is merely an incident in this dreadful war. . . . The differences between the United States and Germany can be settled by diplomatic means, and the best solution would be to stop this world-war altogether."

The Fatherland calls for the impeachment of the Secretary of State:

"Instead of urging the President to take steps against Germany, we should impeach the Secretary of State for his neglect of duty in not warning all Americans of the peril of ocean traffic



CONTRABAND OF WAR!
—Carter in the New York *Evening Sun*.



WHICH?
—Orr in the Nashville *Tennessean*.

TAKING UP THE BURDEN.

in the war-zone, especially under the flag of a belligerent nation. If the Secretary of State, in accordance with the Mexican precedent, had issued such a warning, not a single American life would have been forfeited."

This editor, who predicted, specifically, the sinking of the *Lusitania* a few days before the event, now proceeds to further prophecies:

> "No innocent passenger should be allowed to embark on a vessel carrying explosives. *It stands to reason that a fate not unlike that of the "Lusitania" will meet before long a passenger-ship by an explosion of vast stores of ammunition within.* While Germany is not bound to respect a flag of any ship carrying implements of murder, German submarines may discriminate in favor of a neutral flag. Spontaneous combustion recognizes no international convention. . . . . . .
>
> "When Germany determines upon a plan of action she means business. The Germans are not a nation of poker-players. Germany does not bluff."

It has been predicted—predictions are common these days—that, in the unhappy event of an armed conflict arising between this country and the German Empire, that American citizens of German blood would be false to their allegiance to the United States and that civil war would ensue. Mr. Herman Ridder, no mean figure in German-American circles, makes short work of such notions when he writes in the *New Yorker Staats-Zeitung:*

> "I speak for myself and, I believe, for the great majority of German-Americans when I say that we are with the President of the United States to the finish in all matters affecting national honor or national prestige.
>
> "I subscribe unqualifiedly to the statement of Carl Schurz: 'My country, right or wrong; if right, to be kept right; if wrong to be set right.'"

The Illinois *Staats-Zeitung* expresses the same sentiments in a different way, and says:

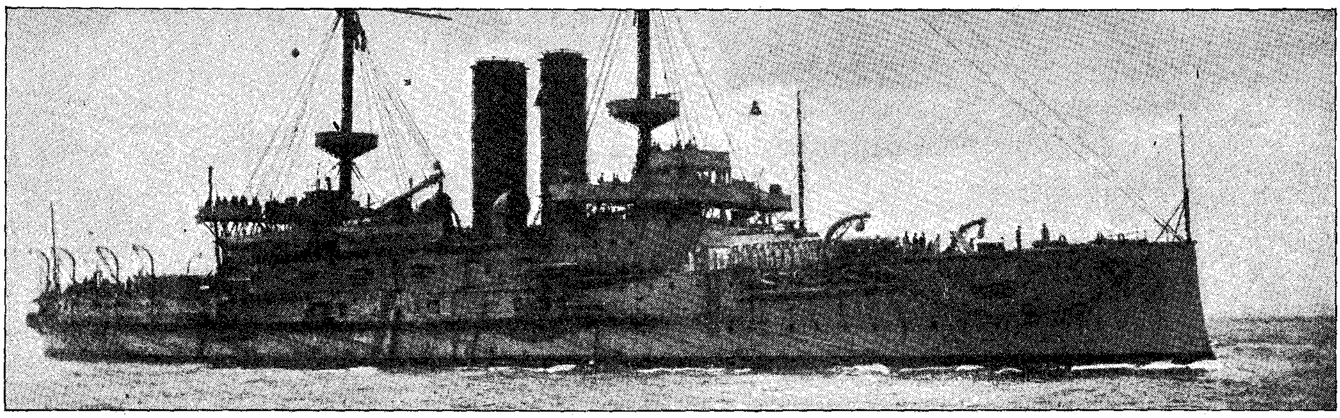
> "It is certainly not our intention to side with Germany, whether she be right or wrong, against the United States. We do not adhere to the superchauvinistic principle: 'My country, right or wrong,' neither with regard to our old Fatherland nor our adopted country. We are fighting for justice against injustice, wherever injustice attacks justice. And for that reason we never allow ourselves to be confused by patriotic sophism, but search for the motives concealed by this sophism, and we know how to find them."

UTTERANCES OF NATIONAL LEADERS

After the first shock of horror at the mere tragedy of the torpedoing of the *Lusitania* came insistently into the public mind the ominous question: "What are we going to do about it?" Naturally the press sought the opinions of our leaders of public thought and action. An imposing and authoritative array of ex-Presidents, ex-Cabinet officers, Senators, and Representatives appear through the columns of the newspapers from one end of the land to the other, who analyze one of the supreme problems in the history of the country. No single spokesman is there who does not realize the gravity of the time; and yet all pronounce themselves fearlessly, and for the most part with moderation. We hear ex-President Roosevelt raising a loud voice for "immediate decision and vigor," while ex-President Taft enunciates the principle that a people must not be hurried into the sacrifices of war "until it is made clear that they wish it and know what they are doing when they wish it." Siding with Mr. Taft as to whether war is the only right solution of such complexities, we observe Vice-President Marshall, who incidentally holds the view that the American citizens that sailed in the *Lusitania* were virtually on British territory, and had the consequent risks to meet. Senator Stone, Chairman of the Foreign Relations Committee, is inclined to this belief also, and remarks that in comparison, apart from the tragedy of the lives lost on the *Lusitania*, the United States has a much graver case against Germany in the matter of the *Gulflight*, an American ship.

But among those who differ on this point and consider the sinking of the *Lusitania* "a crime against civilization" are such legal authorities as former Attorney-Generals Griggs, of New Jersey, Bonaparte of Maryland, and Wickersham of New York. In the judgment of these men, Germany's latest offense against our long-suffering neutrality sounds the knell of "watchful waiting." No one perhaps expresses this frame of mind so boldly as former President Roosevelt when he says to the press, quoting from an article written for *The Metropolitan Magazine* for June:

> "In the teeth of these things, we earn as a nation measureless scorn and contempt if we follow the lead of those who exalt



BRITISH BATTLE-SHIP "GOLIATH," TORPEDOED AND SUNK IN THE DARDANELLES WITH A LOSS OF 500 MEN.

peace above righteousness, if we heed the voices of those feeble folk who bleat to high Heaven that there is peace when there is no peace. For many months our Government has preserved between right and wrong a 'neutrality' which would have excited the emulous admiration of Pontius Pilate—the arch-typical neutral of all time."

Those who see eagerness for vigorous action far beyond the range of diplomatic communications in the promptings of Colonel Roosevelt may find food for second thought in the statement of our other ex-President, William H. Taft. According to press reports, the key-note of Mr. Taft's speech at the celebration of the fiftieth anniversary of the Philadelphia Union League Club's occupancy of its historic home in that city was: "We must bear in mind that if we are to have a war, it is the people, the men and women, fathers and mothers, brothers and sisters, who must pay with lives and money the cost of it, and therefore they should not be hurried into the sacrifices until it is made clear that they wish it and know what they are doing when they wish it." Further, Mr. Taft is quoted as saying that "a demand for war that can not survive the passion of the first days of public indignation and will not endure the test of delay and deliberation by all the people is not one that should be yielded to."

George W. Wickersham, former United States Attorney-General, declares in a letter to the New York *Times* that the moment has come for the American people "to decide whether this nation has any virility left, or if it is content to sink to the level of China. Mr. Wickersham proposes that we invite all neutral nations of the world to join us in "a council of civilization . . . to protect the interests of all neutral Powers and their citizens from such wanton acts of destruction of life and property as those which Germany has been committing."

Another former Attorney-General, John W. Griggs, agrees in so far with Mr. Wickersham as to say in the New York *Sun* that "the time for watchful waiting has passed," and that "what the country expects now is vigorous, decisive action." He "would hold Germany to account by proclaiming her an outlaw among the nations of the world." In the judgment of Charles J. Bonaparte, of Baltimore, former Secretary of the Navy and Attorney-General of the United States under Roosevelt, the case of the *Lusitania* presents just two alternatives. "In the language of the sporting fraternity," says Mr. Bonaparte in the New York *Tribune*, "we must either 'put up or shut up.' " In other words, "we must show we are ready if need be to vindicate the rights of our citizens by war, or we must quietly subside and let the belligerents do what they please."

Turning to Congress, we may begin with the New York *Herald's* record of the statement of Vice-President Thomas R. Marshall, President of the Senate, who said that he "considered when a person went aboard a British vessel he virtually was on British soil and must expect to stand the consequences." Further, Mr. Marshall deplored the fact that there were so many men in the United States "crying for war who would not enlist unless receiving a contract for selling goods to the commissary department." The verdict that Americans on board a British ship are virtually on British soil is held also by Senator Stone, of Missouri, Chairman of the Senate Committee on Foreign Relations, who asks in an interview in the press: "Was not their position substantially equivalent to being within the walls of a fortified city?" But the notion that American citizens on foreign ships lose all claim to the safeguard of their nation is denied pointblank by Senator Lodge, of Massachusetts, who is ranking Republican member of the Senate Foreign Relations Committee, in his published utterance that—

"An American citizen lawfully in a foreign country or on a foreign ship is entitled to the protection of his Government. The fact that an American citizen is in the country or on the ship of a belligerent does not give an opposing belligerent the right to kill him wantonly and without provocation."

So, too, thinks Senator Williams, of Mississippi, who asserts that if proper measures are not taken by the destroying belligerent to save the lives of passengers "we ought to protest most firmly and obtain guaranties that like acts will not be repeated, as well as insist upon indemnity." Should such indemnity and guaranties be not conceded, "we should mobilize our fleet." While Senator Works, of California, believes that Germany should be held "to a strict account for the lives of American citizens lost by its barbarous act of destruction," the United States, on its side, "should place an embargo on the exportation of arms and the munitions of war to the belligerent nations." The hint of palliation for the act of the German submarine to be divined in the latter proviso is also apparent in the remark of Senator Hoke Smith, of Georgia, who says: "We all condemn the heathen destruction of lives on the *Lusitania*. We should not forget the effort of Great Britain to keep food out of Germany and the number of vessels carrying cargoes belonging to citizens of the United States now held in English ports and prize-courts in utter disregard of the rights of citizens of the United States."

If we go from the Senate to the House, we hear from Speaker Champ Clark the opinion that "all American rights should be asserted forcibly and maintained boldly"; while Representative Gardner, of Massachusetts, tells us that he sincerely hopes "the President will not recede one inch." In the judgment of Representative Kinkaid, of Nebraska, "lamentable as the loss of life of innocent and defenseless passengers is, the destruction of the *Lusitania* does not afford America cause for war"; and there is a reflection of this view in the report of the New York *Sun*, that former Representative Bartholdt, of Missouri, does not feel that "America should take any warlike stand," altho it should demand an explanation from Germany.

THE GERMAN "PUSH" IN THE EAST

LORD KITCHENER'S PREDICTION that the war would begin in May is recalled by some American editors, who note that he did not say who would begin it. It is the Germans, they say, who are taking the offensive. Tho the world "is a long way from being convinced of ultimate German success," it is "amazed by German prowess," the Brooklyn *Eagle* remarks. Indeed, "in the West, where 'Greek meets Greek' in the real tug of war, French patriotism and dogged British persistence, supplemented by skilled direction, serve to explain why gains here must be measured in meters instead of miles," and the bloody battles of the past few weeks have made no very appreciable changes in the battle-lines. But it is otherwise in Courland, Poland, and Galicia, continues *The Eagle;* "outnumbered three to one upon their Eastern frontier, the Teuton armies are again showing the world the inevitable triumph of leadership, intelligence, and organization over mere numbers and brute force." In particular, the Galician battle is looked upon as a serious Russian reverse by the Washington *Star* and New York *Evening Post*, while the Chicago *Evening Post* declares that, "short of a military miracle," it "foreshadows the utter collapse of the Karpathian campaign, the abandonment of the Beskid heights and the passes into Hungary, and the salvation of the Dual Monarchy from Slavic invasion." As May opened, newspaper readers learned from Berlin, Vienna, and London dispatches that an Austro-German army was moving east from Krakow, along a wide front between the Vistula and the Karpathians, striking the Russian flank, driving the invaders beyond the Dunajec, and compelling their withdrawal from the Karpathian passes and the slopes toward Hungary. Berlin and Vienna reported a great victory, with first 8,000, then 70,000, then 140,000 prisoners. Vienna declared Hungary "now free from the enemy," the Russian third and eighth armies completely defeated, and the "Russian troops with their trains fleeing in disorder in the direction of Jaroslaw, Peremysl, and Chyrow."

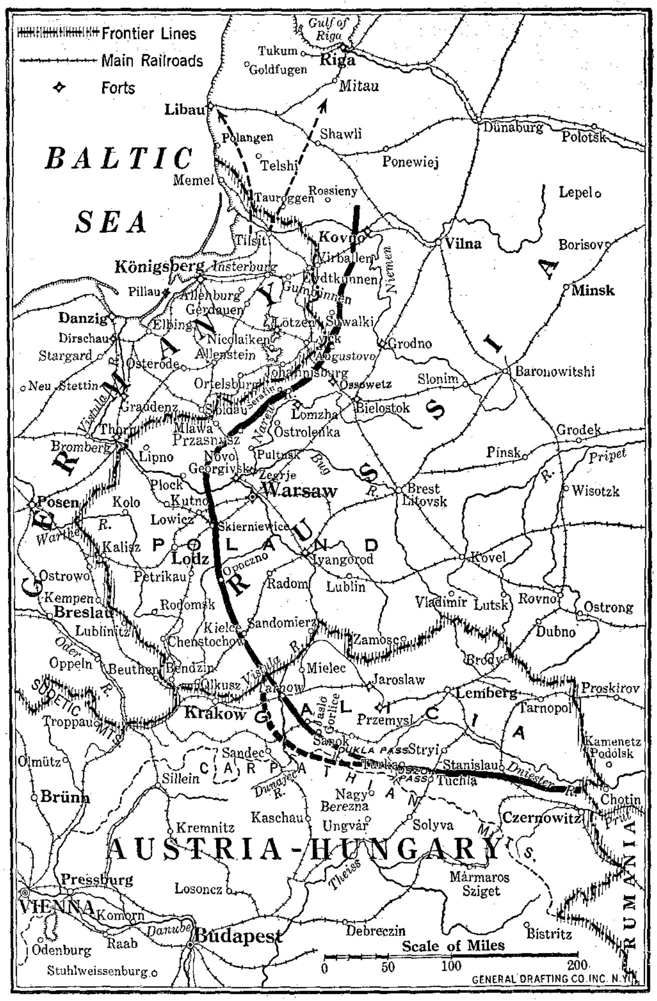
At the same time, Berlin told of invasions north and northeast into the hitherto untroubled Russian province of Courland, culminating in the capture of the city of Libau, a Russian naval base on the Baltic, about 75 miles from the German border. Russian dispatches admitted the capture of Libau, but called the Courland invasion an unimportant raid. English writers lay stress on the political necessity of a great Austro-German victory as explaining the triumphant dispatches from the Teutonic capitals.

To aid in grasping the meaning of the Russian reverses, the New York *Evening Sun* recalls to the minds of its readers the first chapter of the Karpathian campaign:

> "Following the fall of Peremysl on March 22, and the resulting enormous gain to Russian strength in central Galicia, Russian forces were launched southward from this region against the six mountain passes into Hungary so violently that the Hungarian plains seemed on the verge of invasion, and Vienna itself appeared about to seek peace. It became necessary for the German Emperor either to abandon his ally and settle down to the unaided defense of his own realm or else to save Hungary immediately with German troops. He chose the bolder course. Several army corps of Bavarians were thrown into the Austrian line along the Karpathians early in April. Their presence and the spring thaw in the mountains checked the Russians, already in possession of three passes. But the peril to Hungary was only postponed, not removed."

The second chapter opened May 1, continues this New York editor, with the dispatch of an army from Krakow against the angle of the Russian line where it leaves the Dunajec and turns eastward along the Karpathian ridges. Now, says Mr. Frank P. Simonds to whose account in *The Tribune* we turn:

> "To save themselves, the Russians would have to draw their troops out of the Karpathian passes, out of the Dukla and Lupkow, the first of which is barely twenty-five miles from the Dunajec-Biala front, where the Germans are attacking. The troops thus withdrawn would have to be realined, facing west instead of south. The Austrian forces defending the passes would pour into Galicia and join hands with the Austro-German forces advancing from the Dunajec. . . . . . .
>
> "Meantime, it is necessary not to lose sight of the Austro-German troops moving north and west from Bukowina and now reported along the Dniester River. These forces are striking at the other flank of Russian armies in Galicia. . . . . . .
>
> "In sum, the bulk of the Russian Army in Galicia is facing south, trying to force the Karpathians. On its flanks two Russian armies, one at the Dunajec in the west, the other at the Dniester in the east, are endeavoring to hold back Austro-German forces striving to advance in the rear of the Karpathian army and intervene between it and its base of supplies. Once these German plans—for they are plainly German—begin to promise success, the Karpathian forces must retreat. Their position will be like that of a paper between two blades of a pair of shears."

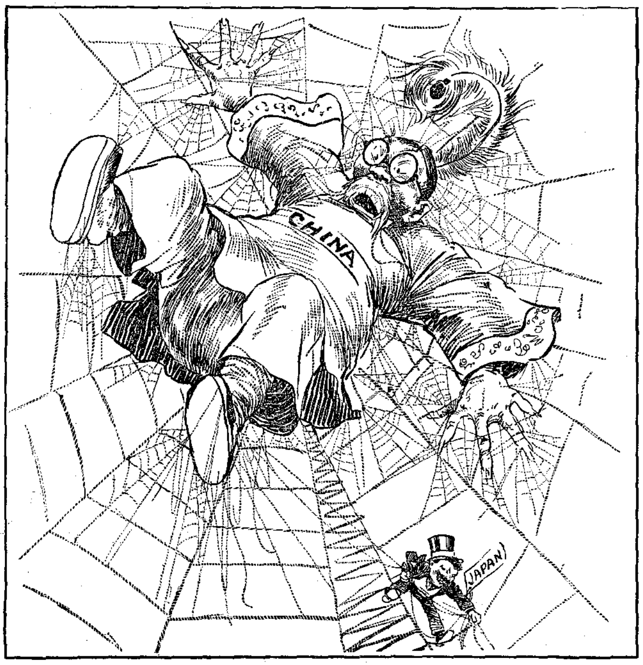


THE EASTERN BATTLE-LINE,

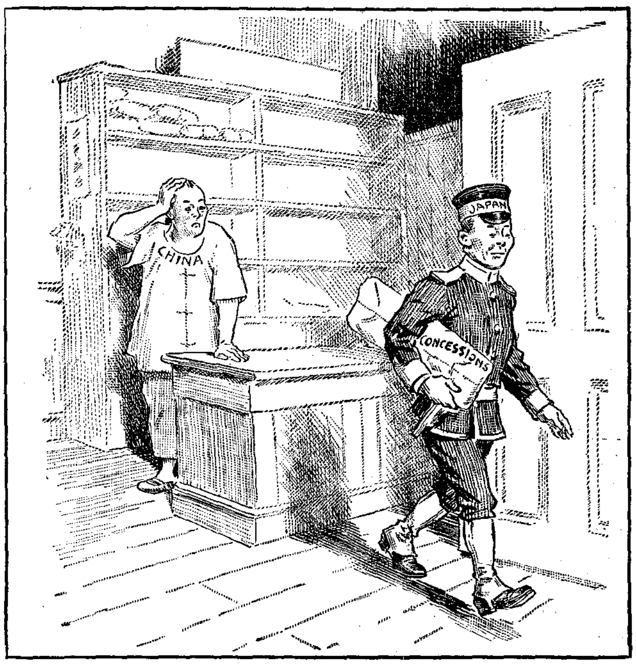
As affected by the events of the first week in May. The dotted line in west Galicia shows the Austro-German position before the drive eastward. The dotted lines and arrows at the north show the direction and objectives of the German raids in Courland.

Glancing at the extreme northern end of the Russian battle-line, we note the Springfield *Republican's* observation that "while Petrograd has been disposed to make little of the movement in Courland, the capture of Libau, following close upon the defeat of the Russians in the region of Schavli and Mitau with a loss of eight guns and 3,200 men captured, seems to show conclusively that this is not a mere raid, nor even merely a feint." *The Republican* is convinced that "Germany is aiming at the conquest of Courland, which is one of the goals marked out by the Pan-Germans," and it concludes:

> "This advance to Libau, taken in connection with the tremendous offensive which is being prest elsewhere, shows impressively that Germany is not merely fighting against time, but is fighting to win and to win very high stakes."



THE SPIDER AND THE FLY.
—Darling in the Des Moines *Register and Leader.*



"CHARGE IT."
—De Mar in the Philadelphia *Record.*

STUCK.

WHAT JAPAN WINS FROM CHINA

THE DISSIPATION of the Oriental war-cloud by China's acceptance of Japan's modified ultimatum seems to bring a general sigh of relief. The London dailies echo the expressions of satisfaction heard from the papers in this country. The belief of the London *Daily News* that the feeling of relief is as great in Japan is confirmed by Premier Okuma's statement that the "roots of much trouble" have been removed. And China, too, is congratulated on the passing of the immediate menace of war with a foe before whom she would have been practically helpless. Japan's withdrawal of her more obnoxious demands is attributed by several editors and Washington correspondents to the pressure of Western opinion, particularly in Great Britain and the United States. According to the terms of the agreement, says the New York *Evening Post*, only those Japanese demands "are to go into effect which enhance Japan's position, not so much against China as against the other Powers." "To speak of an aggression on China's independence or territorial integrity is thus beyond the facts," in this editor's opinion. Yet others are mindful that Japan, as the Brooklyn *Standard-Union* puts it, "has not entirely abandoned her desire to force upon China the conditions named" in the section reserved for further discussion. And the Grand Rapids *Press* finds the concessions made to China "more apparent than real." It says:

> "With ascendency assured and admitted in Fukien, Shantung, South Manchuria, and East Mongolia, a veto on railroad concessions and control over Chinese steel interests, Japan has acquired a grip on China which can be broken only by intervention or revolution. With far less to go on in Korea, the Japanese transformed that ancient Kingdom into a Japanese province in sixteen years."

"Even tho Japanese ascendency benefits China economically and saves her from becoming a bone of contention among European nations," *The Press* adds, "there will be plenty of people left to deny its righteousness." Such denials of the justice of Japan's position have been set forth at some length in previous articles dealing with the negotiations in Peking. To show how wide-spread this skepticism has been, we merely note that it has been vigorously exprest in the editorial columns of papers like the Boston *Transcript*, New York *Herald*, *Tribune*, *Evening Sun*, and *World*, Brooklyn *Eagle*, Philadelphia *Public Ledger*, Washington *Post*, Memphis *News-Scimitar*, Savannah *News*, New Orleans *Item*, Cleveland *Plain Dealer*, Chicago *Tribune* and *Herald*, Minneapolis *Journal*, St. Louis *Globe-Democrat*, and Kansas City *Journal*. In connection with this point of view, it is interesting to recall the article written for the New York *Sun* by President H. H. Lowry, of the University of Peking, in which he declares that Japan is following in China the same course she pursued with Korea and the appeal from the Chinese Christians to their fellow religionists in America, saying that China's independence as a nation is threatened and that "the future of America's religious and commercial interests in our nation is imperiled."

But we find a group of dailies which, without declaring in favor of Japan's act, realize that she has a right to extend her influence in China, at least as against European Powers, and see the strength of the "Asia for the Asiatics" argument. Among them we may point out the New York *Evening Post*, Newark *News*, Pittsburg *Chronicle-Telegraph*, and St. Louis *Star*. Nor are there lacking open supporters of Japan's policy. As we read in the Rochester *Post-Express:*

> "When all the facts as yet available are collated and compared, the Japanese purpose seems to be to protect China against exploitation by other Powers and prevent her from stripping herself, as she has in the past, of valuable territory, concessions, and rights. Japan wants a China for the Chinese, self-governing and developing her own resources. She wants a free and prosperous China, a progressive and self-reliant neighbor State, and not a moribund empire bound hand and foot by conventions to Western nations and powerless to withstand the pressure and greedy exactions of foreign Powers. Japan wants the open door in China as most advantageous for herself and best for the Chinese; and there is reason to believe that it will appear, when all the facts are known, that Japan is China's true friend."

To a certain extent, at least, this reflects the official viewpoint of the United States Government, for a statement issued by the State Department two days before China and Japan reached a settlement told of confidential information from the Japanese Government conveying the assurance "that Japan had no intention of interfering with either the political independence or territorial integrity of China, and that nothing that she proposed would discriminate against other Powers having treaties with China, or interfere with the 'open-door' policy to which all the leading nations are committed." The United States Government, according to this statement, "has not only had no thought of surrendering any of its treaty-rights with China, but it has never been asked by either Japan or China to make any surrender of these rights."

There has been some misunderstanding as to the precise demands made upon China, and they have, indeed, been modified from time to time. Lists as printed in the American news dispatches were summarized in the March 6 and March 13 issues of THE LITERARY DIGEST. Washington dispatches quoted Japanese statements giving the terms of the settlement reached on May 9. To quote the New York *Times's* summary of the revised draft as outlined by the Japanese Foreign Office:

> "Japanese subjects are permitted to lease or buy land for buildings and commercial and industrial uses or agricultural purposes in South Manchuria, to travel and reside and conduct business therein under passports issued by the local Chinese authorities, and under obligation to obey the Chinese law and to pay taxes under approval by the Japanese Consuls. The latter officials will try criminal and civil suits where Japanese are defendants, but in the future, when the judicial system is completely reformed, all suits involving Japanese will be tried wholly by Chinese courts.
>
> "In Eastern Inner Mongolia, joint enterprises of Japanese and Chinese in agriculture and auxiliary industries are permitted. China is to consult Japan before contracting either railway loans or loans to be secured by taxes. China must increase the number of open ports.
>
> "Regarding the Hanyeh-P'ing Company, China agrees to joint management between the company and Japanese capitalists, not to confiscate it or nationalize it, or to permit it to contract any foreign loans other than Japanese.
>
> "Regarding non-alienation of the Chinese coast, the Japanese Government is satisfied with the Chinese promise not to alienate or lease to another Power any territory or island."

Group V in the original list of demands was the chief stumbling-block to an agreement and was waived for the present, but left on record for future discussions. To quote *The Times* again, it "provided for Japanese advisers to the Peking Government, Japanese ownership of land in China, employment of Japanese in the judiciary and police systems of China, China's purchase of munitions of war from Japan, railway concessions to Japan, Japan's right to work certain mines, and China's agreement to the propagation of Buddhism in the Republic." China, however, made certain concessions to Japan on the Fukien coast, opposite the Japanese island of Formosa. And Japan agreed to return Kiaochow to China after the war, subject to certain conditions.

In the Japanese official statement it was asserted that the purpose of the Japanese demands was "to strengthen the friendly relations subsisting between Japan and China, and thus to insure permanent peace in the Orient." Later the Chinese Government informed the world that "despite the palpableness of the whole of the demands being intended to extend the rights and interests of Japan, without procuring a *quid pro quo* of any kind for China," China, desiring peace, conferred on them "in a spirit of the utmost friendliness" and "stedfastly strove to arrive at an amicable settlement, and made every concession possible."

TOPICS IN BRIEF

JAPAN intends to lead the world with its collection of old blue China.—*Chicago Daily News.*

ACCORDING to Austro-German reports, the Russian soldiers can not be described as a standing army.—*Philadelphia North American.*

DOUBTLESS Mr. Roosevelt's efforts to get right with Mr. Platt were due to the knowledge that if he did not get right, he would probably get left.—*Nashville Southern Lumberman.*

THOSE were dreadfully immoral days when the Colonel was in politics.—*Chicago Daily News.*

THE inventor seldom profits by his production. The Chinese invented gunpowder. — *South Bend Tribune.*

POOR old China—she has an army only 100,000 stronger than that of the United States!—*Boston Transcript.*

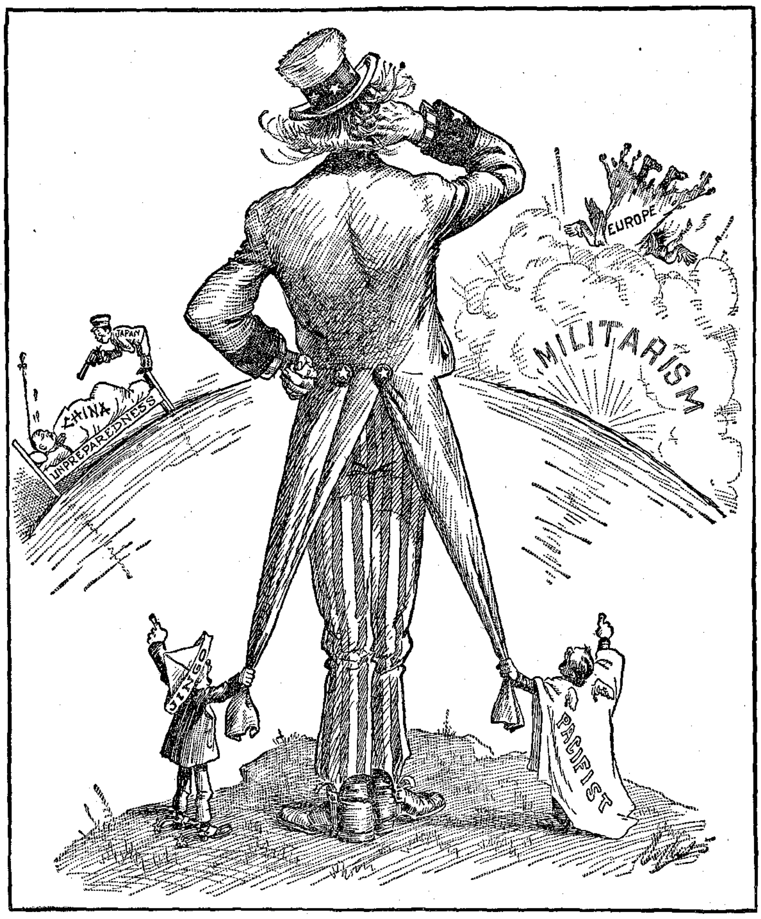
THE women's peace conference at The Hague did not get very far, but it got as far as other Hague conferences.—*Kansas City Times.*

THE chief danger at this moment would seem to be that Germany and Austria may wear themselves completely out licking Russia.—*Chicago Herald.*

WARREN, Ill., seems to have received its first reforms from its woman mayor with the glad eagerness of a small boy taking something that is best for him from a spoon.—*Chicago Herald.*

DR. DERNBURG issues a reply to recent criticisms. If he adopts this as a permanent policy the unemployment problem is solved so far as he is concerned. — *Boston Transcript.*

SECRETARY GARRISON, taking advantage of the absence of Jane Addams and ignoring the presence of David Starr Jordan, is planning a military policy for the United States. — *Chicago Daily News.*



"NOW IF YOU DON'T PROFIT BY THAT LESSON. . . ."

—Sykes in the Philadelphia *Evening Ledger.*

IT will be remembered that Korea also was an extremely peaceable party.—*Kansas City Star.*

WHY not paint "Remember the *Maine*" on the sides of American vessels in the war-zone?—*Philadelphia North American.*

THE Germans seem to have taken seriously Lord Kitchener's statement that the war would start in May, and thus far they are doing most of the starting.—*Kansas City Journal.*

"WOMEN aim at peace"; of course, they'll never hit it.—*Washington Post.*

CHINA is entitled to the belt as the champion innocent bystander.—*Indianapolis Star.*

Two interned ships and a fleet of liners ought to be some guaranty of indemnity.—*Wall Street Journal.*

MR. BARNES was content to let others make the laws as long as he might print them.—*New York Evening Post.*

IF noxious fumes come into general use, war will need not so much fire-eaters as smoke-consumers.—*Springfield Republican.*

THE use of gas in warfare by the Germans was only to be expected after they had gained so many meters.—*Philadelphia North American.*

THAT Illinois woman who was accused of paying $2 for a vote is manifestly innocent. No woman would have paid more than $1.98.—*Nashville Southern Lumberman.*

NOW that it is reported that Queen Mary makes George drink barley-water, it is possible to sympathize with him without being unneutral. — *Pittsburg Gazette-Times.*

KANSAS claims to be saving $25,000,000 a year by prohibition. Which only goes to show what an awful drinker Kansas must have been. — *Salt Lake Herald.*

FOREIGN - COMMENT

FOREIGN VIEWS ON THE "LUSITANIA" TRAGEDY

A GREAT CHORUS OF HORROR has gone up from the press in foreign lands over the sinking of the *Lusitania,* and, so far as we can judge from the cabled extracts, the act has excited universal condemnation in all European countries except, of course, in the dominions of the Teutonic Powers. In Germany and Austria, while the consequent loss of innocent lives is deplored, the newspapers consider it a purely justifiable act of war, and both the official account of the German Admiralty and the press versions claim that the great liner was an auxiliary cruiser armed with guns—and this despite the denials of the British Admiralty and the statement of the Collector of the Port of New York to the contrary. The official statement of the German Government runs, in part:

> "The *Lusitania* naturally was armed with guns, as were recently most of the English mercantile steamships. Moreover, as is well known here, she had large quantities of war-material in her cargo.
>
> "Her owners, therefore, knew to what danger the passengers were exposed. They alone bear all the responsibility for what has happened.
>
> "Germany, on her part, left nothing undone to warn them repeatedly and strongly. The Imperial Ambassador in Washington even went so far as to make a public warning, so as to draw attention to this danger."

The powerful *Berliner Tageblatt,* after expressing its "deep emotion" at the loss of life, continues:

> "The many who now are sorrowing may raise complaint against Winston Spencer Churchill, British First Lord of the Admiralty, who, by conscienceless instructions which must bring the curse of mankind, conjured up this cruel warfare. The *Lusitania* was a war-ship on the list of the English auxiliary cruisers, and carried armament of twelve strongly mounted guns. She was more strongly mounted with guns than any German armored cruiser. As an auxiliary cruiser she must have been prepared for attack."

The Berlin *Lokal Anzeiger* says: "The fact that she was a fully armed cruiser completely justifies her destruction under the laws of war." Tho most of the German papers regret the loss of neutral citizens, they hold that the victims were themselves to blame; for example, the *Kreuzzeitung* says: "If citizens of neutral States were lost with the sunken ship, they must bear the full blame"; and Count Reventlow, in the *Tageszeitung,* observes:

> "The American Government probably will make the case the basis for diplomatic action, but it could have prevented the loss of American lives by appropriate instructions. It is the American Government's fault, therefore, if it did not take Germany's war-zone declarations seriously enough."

The Berlin organ of the Catholic Center party, the *Germania,* discounts the "attempts by Germany's antagonists to make moral capital" against her out of the sinking of the ship, and proceeds:

> "We can look forward to such efforts with a clear conscience, for we have proceeded correctly. We can only answer to those who place their sympathies above justice that war is war."

Another view of the moral value of the act comes from the *Kölnische Volkszeitung,* also an organ of the Center party. It runs:

> "The sinking of the *Lusitania* is a success of our submarines which must be placed beside the greatest achievement of this naval war. The sinking of the giant English steamship is a success of moral significance which is still greater than material success. With joyful pride we contemplate this latest deed of our Navy. It will not be the last. The English wish to abandon the German people to death by starvation. We are more humane. We simply sank an English ship with passengers, who, at their own risk and responsibility, entered the zone of operations."

The *Frankfurter Zeitung* says:

> "A German war-vessel has sunk the ship. It has done its duty.
>
> "For the German Navy the sinking of the *Lusitania* means an extraordinary success. Its destruction demolished the last fable with which the people of England consoled themselves, on which hostile shipping relied when it dared to defy the German warnings.
>
> "We do not need to seek grounds to justify the destruction of a British ship. She belonged to the enemy and brought us harm. She has fallen to our shots.
>
> "The enemy and the whole world were warned that he who ventured to trust himself within her staked his life."

In neutral countries the sinking of the great liner is condemned, and in many cases by papers which have heretofore been champions of the German cause, as, for example, the *Osservatore Romano,* the Vatican organ, which, despite the neutrality of the Pope, has never concealed its pro-German sympathies. The Rome *Messaggero* looks for serious consequences and thinks that it "is worse than a battle lost" for Germany. All Scandinavia seems aghast. Expressions of strong disapprobation are found in the Christiania *Aftenposten* and *Morgenbladet,* while the *Tidenstegn* remarks:

> "No policy of neutrality can rule the feeling of mankind, and perhaps even Germany is not strong enough to dispense with the friendship of other nations."

Similarly, in Denmark, the Copenhagen *National Tidende, Politiken, Socialdemokraten, Vortland,* and *Koebenhavn* have bitter comments, while in Sweden the strongly pro-German Stockholm *Nya Dagligt Allehanda* writes:

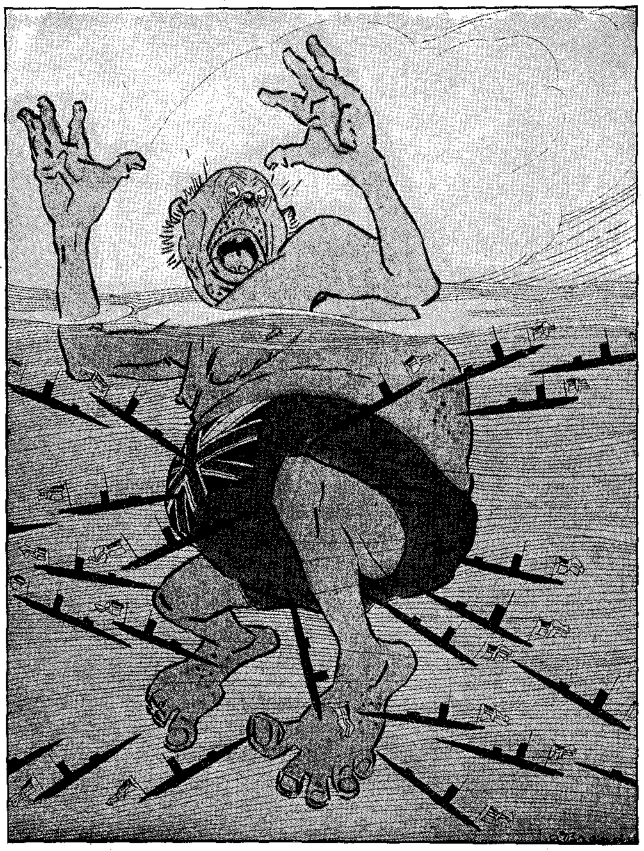
> "A cry of horror and indignation will rise from the civilized world. If Germans have sunk the floating palace solely because it was British, it is an unpardonable crime against humanity. One can hardly understand how an officer of the German Navy could be able to perpetrate such an act. We must presume that the Germans have discovered that there were arms and munitions aboard. But the act remains, nevertheless, revolting and horrible."

The Russian papers are horrified. The Petrograd *Novoye Vremya* actually suggests that the Allies should employ "frightfulness" against the Germans, the *Birzheviya Vyedomosti* claims that the Kaiser should be held personally responsible, and the *Courier* says:

> "The right to punish criminals who violate the laws of humanity belongs first and foremost to the great American Republic. America knows well how to use this right. The sympathy of the civilized world is guaranteed her beforehand. The world is being suffocated by poisonous gases of inhuman cruelty spread abroad by Germany, who, in the madness of her rage, is committing needless, purposeless, and senseless murder solely from lust of blood and horrors."

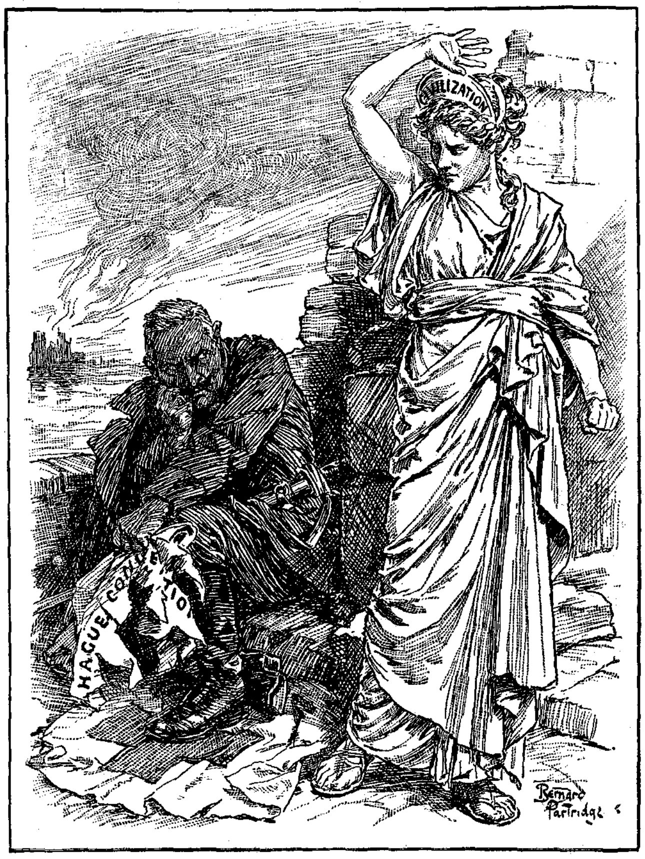
Generally speaking, the French papers refrain from offering any advice to America, and this stand is taken by such Paris organs as *Le Temps, Figaro,* and *Le Gaulois.* Other important Paris journals expect a strong line to be taken by the President, as, for example, the *Matin, Journal des Débats,* and the *Écho de Paris. La Liberté* calls upon the United States to take a place among the belligerents, and *La Guerre Sociale* thus concludes its comments:

> "Brave Yankees who sailed in the *Lusitania* despite the



THE BATHING-SEASON OF 1915.

—© *Kladderadatsch* (Berlin).



THE OUTCAST.
He has a place in the shadow.

—*Punch* (London).

AS VIEWED FROM RIVAL CAPITALS.

German warning! If President Wilson has *your* spunk, Bernstorff will get his passports within twenty-four hours."

L'Intransigeant adorns its tale with the following moral:

"Will the United States permit German terrorism to cut her off from Europe, a civil prisoner of Germany? We can not advise the United States. The present case only shows the disadvantages of being a great nation unarmed. There is no diplomacy without armies, no prestige without the means of making oneself respected."

Among the journals of the British capital the liveliest interest in America's attitude is displayed, and almost all the papers have asked the question, "What will America do now?" The London *Daily Mail* writes:

"To the American people, who have suffered from this felon's blow equally with ourselves, we address no words of impertinent counsel, but we do venture to offer them, from the bottom of our hearts, a message of profoundest sympathy. We share their indignation, their loathing, and contempt for the assassins who sneak under the waters and wage a campaign of murder against unarmed and defenseless passenger-ships, merchant vessels, and fishing-trawlers, and we promise them that, so far as in us lies, the deaths of these American citizens shall be avenged."

Similar sentiments are exprest by such influential organs as *The Times*, *Morning Post*, *Daily Telegraph*, *Daily Chronicle*, and *Daily News*, but one and all seem to expect that America will take swift and vigorous action. Quite contrary views are held by *The Observer*, which, in the course of a long and interesting leader, remarks:

"The course which the American people can follow is by no means clear, and the obstacles in President Wilson's path are so many and so dangerous that no one can fairly accuse him of pusillanimity if he declines to take forcible action. We shall certainly not rank ourselves among those who urge the United States to abandon their neutrality. Great and grievous as is the wrong done them, we hold very decidedly that they have every reason for prudence and restraint. . . . It would, in our view, be a blunder if they permitted themselves in a moment of indignation to further the deep-laid plans of Germany by picking up the gauntlet thrown down to them. A man of proved temper and tried courage is not bound to return a madman's blow."

EUROPE ON OUR NOTE TO GERMANY

A CORDIAL RECEPTION has, perhaps naturally, been accorded to the American note by the papers of London and Paris, but, while they indorse the firm and dignified stand taken by the President, they do not look for any marked modification of German methods. Despite this, they agree in thinking that the situation is not one which is likely to involve the United States in war, as, they aver, there are other means which can be successfully employed in case the German Government does not avail itself of the way out of the present *impasse* which the President offers in his note. This view is lucidly exprest by the Paris *Figaro*, which says:

"The note shows that the era of banal protests is over, and Germany must give formal guaranties that she will not permit similar crimes in future. If she breaks these promises, America will proceed to act.

"The United States, perhaps, will not go as far as war, for it will not be necessary. It is possible the United States may take the initiative in the organization of a defensive league of neutrals, which will transform the passive neutrality of non-belligerents into active neutrality, which will manifest itself, to begin with, by an absolute and complete boycott of Germany, which will definitely place her beyond the pale of civilization. We can, in any case, be sure the United States will exact satisfaction."

Similar views are held by the Paris *Temps*, which expresses great satisfaction with the President's attitude:

"The present note shows that the President appreciates the public attitude and intends to satisfy the nation's wishes.

"The *Temps* considers that it is America's ambition to justify her position as a great Power, and that this sentiment probably caused Mr. Wilson to desire to be the world's arbitrator by restoring peace.

"But the President can not still think it possible for the war to end by a compromise. No bargaining conclusion of the death-struggle between civilization and inhuman barbarism is imaginable. President Wilson has listened unequivocally to his own conscience and the people's voice. Not mediation will end the conflict, but the defeat of those who began it."

The *Matin* looks forward to numbering America among the Allies:

"We should be happy in acquiring a moral adhesion to this nation, our old-time friend. The dismissal of Count von Bernstorff and a rupture between Washington and Berlin would be an appreciable satisfaction to those struggling on behalf of civilization, without considering any material aid."

A PATHETIC SIDE OF WAR.

A picture taken at St. Dunstan's, Regent's Park, London, the English home of Otto Kahn, the German-born American banker. Here, soldiers and sailors who have been blinded in the war are being taught useful trades such as carpentry, and brush- and mat-making.

In England, one or two papers are inclined to be a little annoyed with the President for the use of the expression: "the humane and enlightened attitude hitherto assumed by the German Government in matters of international right," and the London *Daily Chronicle* makes a strong protest:

"In view of Germany's flagrant violations of international right and of the laws of warfare by sea and land, these compliments sound strangely to the English ear.

"With this reservation, we think the note is worthy, both of the occasion and of the great country whence it emanates."

The London *Daily Express*, on the contrary, sees in the expression subtle and delicate irony:

"The American note to Germany is admirably dignified and firm. The outspokenness of the Secretary of State is made more effective by the ironical statement that German influence in international affairs has always been engaged on the side of justice and humanity (an exact antithesis of the truth), and that Germany has always been guided by 'high principles of equity.' (Messrs. Wilson and Bryan must certainly have 'smiled some' when writing this.)"

The Express does not hope that Germany will yield in any way:

"It is inconceivable that the Kaiser will pull down the skull and crossbones which Admiral von Tirpitz hoisted to the mainmast amid the enthusiastic cheers of the German people. If he does, the President will have won a great victory for humanity and the Allies. If he refuses (as he almost certainly will), America may not actually declare war, but all her aid will be openly and fully put at the disposal of Potsdam's enemies, and the day of deliverance will be materially hastened."

A warning that America must be taken seriously comes from the London *Daily News:*

"The result of failure to comply with the American Government's confident expectations is veiled in a mist of scrupulously friendly words, but it will be a very rash assumption on Germany's part if she persuades herself that there is nothing behind the veil."

In common with other French and English papers, the London *Times* entirely disbelieves that Germany will comply with our requests, but this great organ of English opinion cordially indorses the stand that America has taken:

"The note recalls the best traditions of American diplomacy. Not only the Allies, but the whole world of neutrals, may well rejoice that the United States has at length spoken so forcibly and to the point. The stand taken by President Wilson is something more than a declaration of national policy. Conscience and humanity make themselves audible in his measured, incisive sentences."

The tone of the German press does not lead us to hope that the German Government will run to meet us halfway, for the bitter comment on America recently manifested is growing in volume. The *Kölnische Zeitung* says:

"The abuse of the neutral press up to now can be dismissed as an expression of naïveté which was not conscious of the gravity of the affair. If the abuse continues it will no longer be naïve, but impertinent."

The Berlin *Lokal Anzeiger* tells us bluntly that we must face facts:

"Our submarine warfare will be continued, at any rate, because it is forced upon us by England, and the sooner the United States reconciles herself to this unalterable fact the better for her and her citizens."

A poor opinion of us, both as a nation and as a possible opponent, is held by the *Kölnische Volkszeitung*, which says:

"Americans are very prone to criticize without any expectation that such fighting with words will make any great impression on those whom they denounce. They feel relieved when they have given frank expression of their irritation. In America, however, war is most unpopular because it requires so many sacrifices and destroys business. There will be no war."

GERMAN IRE AT AMERICA

THE GERMAN TEMPER toward America in the days when the blow at the *Lusitania* was being planned is plainly shown in the editorials in the German papers now reaching us. They are filled with bitter comment on American "neutrality," as defined by our Government in its reply to the Bernstorff reproof. The Bernstorff reprimand and our answer were fully treated in our issues of April 24 and May 1. The German papers roundly accuse us of prolonging the war by furnishing their opponents with war-munitions, and they are more than annoyed by the President's phrase, "Let us think of America before we think of Europe, in order that America may be fit to be Europe's friend when the day of tested friendship comes," which he used in a recent speech upon our duty as neutrals. The *Kölnische Zeitung's* opinion runs:

"Mr. Wilson's observations . . . sound almost like a joke. At any rate, this will be the effect in Germany of the promise that after the war America will give her support to both sides when during the war she has so ably supported England and her Allies alone with guns and rifles. Public opinion in Germany has become accustomed to regard the United States as the ally of our enemies."

The Berlin *Vossische Zeitung* says:

"The purveyors of arms and ammunition to our adversaries can not, all of a sudden, pretend to be the impartial friend of all belligerents in the negotiations at the conclusion of the war."

If the President thinks he will be an acceptable mediator, says the Berlin *Lokal Anzeiger*, he is wofully in error:

"President Wilson is mightily mistaken if he imagines this sort of neutrality will be acknowledged and valued by the belligerents as fair play. It is impossible for Germany and her allies to esteem as a sign of self-control one-sided patronage by the continued toleration of a most extensive supply of arms, combined with humble endurance of all English oppression of neutral commerce. So far as Germany is concerned, President Wilson need not trouble about preparations for help after the war."

If the German note astonished Washington, our answer seems to have astonished Berlin in equal measure. The *Tägelische Rundschau* says:

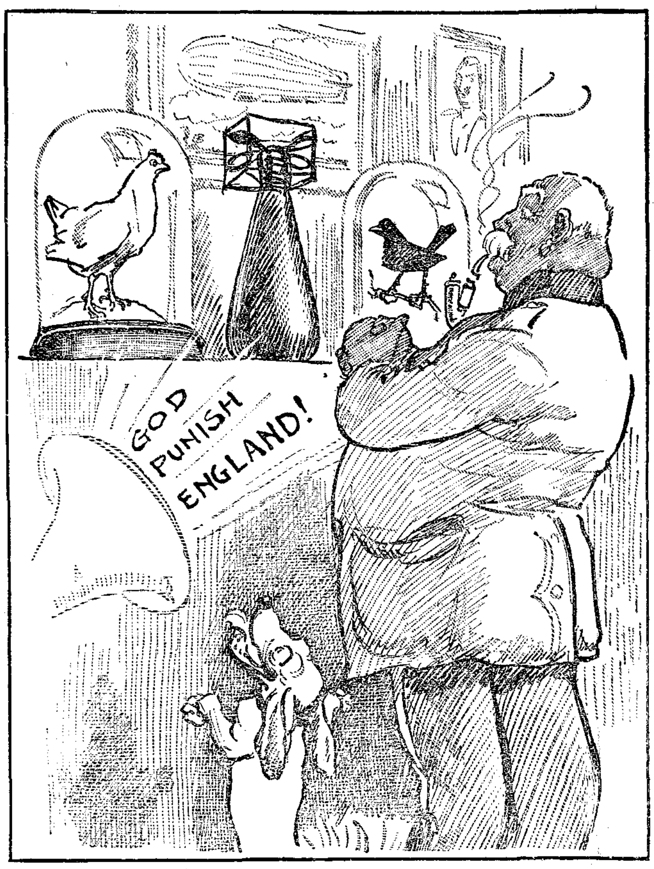
"America takes all possible trouble over the ammunition requirements of our enemies, ostensibly from a love of neutrality. She does not trouble about the possible food-requirements of Germany, this also presumably from a love of neutrality."

The Berlin *Morgenpost* is very bitter:

"This answer sounds like a mockery of the German standpoint as presented by Count von Bernstorff, altho, of course, this is not Mr. Bryan's intention. Nobody outside the White House believes that the delivery of arms and other supplies is not a violation of neutrality and that its prohibition would be unneutral. It remained for Mr. Bryan to proclaim with such cynical frankness that weapon-trading with only one belligerent constitutes real neutrality."

In Hamburg the tone of the press is as irate as it is in Berlin; thus, for example, the *Hamburger Nachrichten* writes:

"Many of us who have had to look on at the behavior of the United States have banged our fists on the table. The anger in Europe is greater than folk over there can conceive. Our Foreign Office has found the right language to use toward France, toward England, and now, ruthlessly, toward the United States."

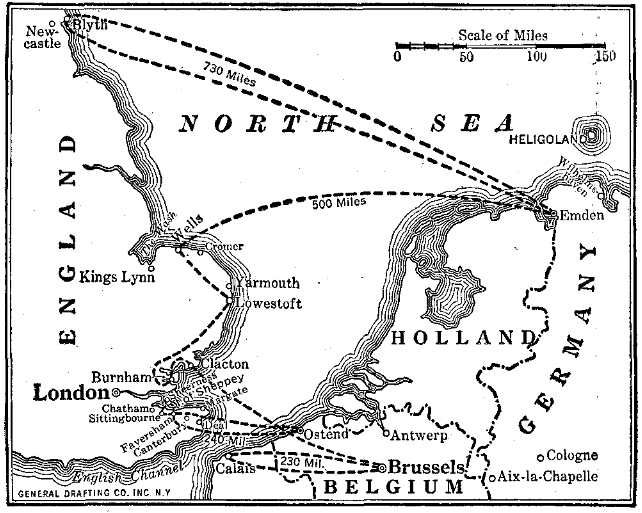

GOD PUNISH ENGLAND!

COUNT ZEPPELIN'S LATEST TROPHIES.
—*Evening Standard and St. James's Gazette* (London).

In these words it indorses the picturesque phrasing which embellished the note that so astonished our State Department. It then proceeds to deal with our reply, and claims that we are frankly antagonistic to Germany and are actuated by no considerations beyond financial profit.

ZEPPELIN RAIDS OVER ENGLAND

After a period of inactivity Germany's fleet of *Zeppelins* is again busy, and recently raids into England were made three days in succession. On the first day the north of England from Blythe to Tynemouth was visited and twenty-seven bombs were dropt at eight different towns. Next day Essex, Suffolk, and Norfolk received attention, the invading aircraft again dropping bombs to the number of thirty-nine. The final visit was in Kent, in the neighborhood of the great naval station at Chatham, but that objective was not reached, the *Zeppelin* departing for its base in Belgium after dropping four bombs at Sittingbourne and four at Faversham. The German press are satisfied with the results of these reconnaissances, and the German Admiralty, in an official statement published in the Berlin *Lokal Anzeiger*, says, in speaking of the first excursion:



WHERE THE "ZEPPELINS" FLEW OVER ENGLAND.

"The raid, above all, called attention to the fact that the mouth of the Tyne, so extraordinarily important for English trade, South Shields, and Newcastle, with its great works, dockyards, and harbor, one of the first in England, are not safe from German bombs."

The *Hamburger Nachrichten* is pleased with the "reopening of the *Zeppelin* campaign," and remarks:

"England must be made to feel that in war against the German Empire she can not sit back in luxurious comfort and watch the nations tear at one another's throats. . . . She must be made to realize that she has brought down a hurricane upon her own head."

The English papers tell us that the loss of life occasioned by these three raids was one blackbird, and they point out that the total loss of life since the war began, due to invading *Zeppelins*, comprises, says the London *Daily Mail*, "this same blackbird and one unfortunate hen."

This ironic tone is found throughout the entire English press, and this extract from *The Westminster Gazette* is typical:

"In telling the world the story of Wednesday's raid the German wireless report says that in Wallsend a bomb went through the roof of a house, broke through the ceiling, and 'caused slight injuries to the occupant, an old woman.' This is, no doubt, a great and glorious achievement which will bring home to the 'old woman' what a blest thing *Kultur* really is, but the German wireless is silent as to the military advantage which is to be gained by this piece of woman-hurting. . . . . . .

"It is in reality a very lucky thing that the bombs all contrived to miss their mark, and that the raiders did not even manage to bag a hospital. Another time it may be that we shall not be so fortunate. We recall the *Punch* picture in which the cockney sportsman at last succeeded in bringing down his bird. 'They will fly into it sometimes, sir,' was the classic comment of the gamekeeper. If the Germans throw enough bombs they may very likely destroy something more serious than a blackbird or a hen."

SCIENCE - AND - INVENTION

CLIMATE AND GENIUS

IF A HUNDRED leading scientific men of the Northern States had been taken South just after birth and brought up as Southerners, would they have attained eminence in science? Prof. J. McKeen Cattell thinks not. In an article on "Families of American Men of Science" in *The Popular Science Monthly* (New York, May) he gives evidence to show that "a boy born in Massachusetts or Connecticut has been fifty times as likely to become a scientific man as a boy born along the southeastern seaboard from Georgia to Louisiana"—that is, if he stays put. The chance is due partly to heredity and partly to environment, but apparently climate has a good deal to do with it. Says Professor Cattell:

"It is evident that what a man can do depends on his congenital equipment. How far what he does do depends on his environment and how far on his congenital equipment, or how far his congenital equipment depends on that of his parents and his family line of descent, we do not know. . . . . . .

"These great differences may properly be attributed in part to natural capacity and in part to opportunity. When it is asked how far the result is due to each of these factors, the question is in a sense ambiguous. It is like asking whether the extension of a spiral spring is due to the spring or to the force applied. Some springs can not be extended a foot by any force; no spring can be extended without force. The result depends on the relation between the constitution of the spring and the force applied. If the 174 babies born in Massachusetts and Connecticut who became leading scientific men had been exchanged with babies born in the South, it seems probable that few or none of them would have become scientific men. It may also be the case that few or none of the babies from the South transplanted to New England would have become scientific men, but it is probably true that a nearly equal number of scientific men would have been reared in New England. It is certain that there would not have been 174 leading scientific men from the extreme Southern States and practically none from Massachusetts and Connecticut. . . . . . .

"A Darwin born in China in 1809 could not have become a Darwin, nor could a Lincoln born here on the same day have become a Lincoln had there been no Civil War. If the two infants had been exchanged, there would have been no Darwin in America and no Lincoln in England. Darwin was a member of a distinguished family line possessing high natural ability and the advantages of opportunity and wealth. Lincoln had no parental inheritance of ability or wealth, but he, too, had innate capacity and the opportunity of circumstance. If no infants had been born with the peculiar natural constitutions of Darwin and Lincoln, men like them could not have been made by any social institutions, but none the less the work they did might have been accomplished by others, and perhaps their fame would have been allotted to others. . . . . . .

"President A. Lawrence Lowell has remarked that we have a better chance of rearing eaglets from eagles' eggs placed under a hen than from hen's eggs placed in an eagle's nest. But it is equally true that we have a better chance of raising tame eaglets in a chicken-coop than in an eyrie. The difference between a man uninterested in science and a scientific man is not that between a chicken and an eagle, but that between an untrained chicken and a trick cock. Some cockerels can be trained better than others, but there are innumerable cockerels that might be trained and are not."

Somewhat similar ideas are advanced by Prof. Ellsworth Huntington, of Yale, in an article entitled "Is Civilization Determined by Climate?" He notes that, even taking two persons with so different hereditary abilities as the average negro and the average white man, their positions may be remarkably altered by climatic changes. He says:

"The negro goes North and is stimulated to energy and thrift; the white man goes South and degenerates. Social environment doubtless has much to do with the matter, but equal importance apparently attaches to an actual change in the amount of climatic stimulus—a change which makes the negro competent and the white man incompetent. It seems to be a strictly physiological effect of climate, as we have seen in previous articles.

"There are other cases where we can compare the negro and the Englishman more exactly than in the case just mentioned. Take South Africa, for example.

"Europeans have been there only for two or three generations in any large numbers. They have gone from the highly stimulating climate of western Europe to the moderately stimulating climate of South Africa. They find themselves face to face with the Zulus, and especially the Basutos, who within a few generations have come from the unstimulating regions nearer to the equator. To-day we find a critical situation. The Europeans are not holding their own. The blacks are slowly pushing them out. The Europeans are not in danger in Cape Colony, but farther north it is an open question what will become of them. The blacks not only work more cheaply than is possible for the whites, but also more industriously. The result is that to-day about 10 per cent. of the white European population is reckoned as 'poor whites'—a shiftless set of people, living from hand to mouth, untrustworthy, and a danger to the whole community. . . . . . .

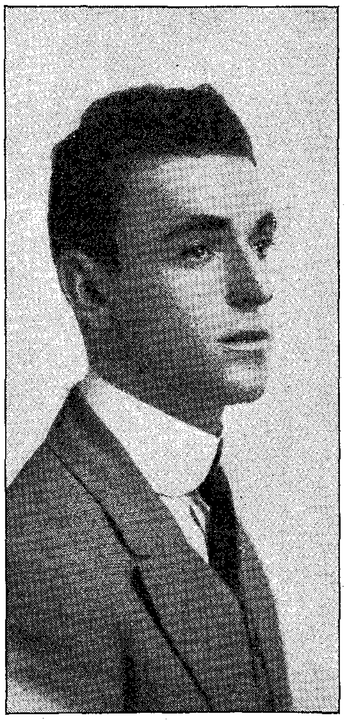
"A more striking case than that of South Africa is found in the Bahamas. . . . From the beginning the Bahamas have always suffered from 'hard luck.' Part of the luck is due to isolation and part to natural disasters, but lack of energy on the part of the people appears to be a still more important factor. I have talked about it with scores of persons, both islanders of the more intelligent sort and Europeans who have lived there for a term of years. Almost without exception they say, 'This climate is very beautiful and healthful, and we like it, but somehow we can't work as you people do in the States. Even in Florida it is better than it is here. Don't you believe it? Try living here a year or two, and you'll be as lazy as we are.'"

Professor Huntington agrees with Professor Cattell in regarding the Southern States of the Union as climatically unfitted for the development of a high grade of ability. He recognizes only five centers of high civilization and climatic energy—Western Europe, the northeastern United States, Japan, our own Pacific coast, and southeastern Australia, including New Zealand. Climatic energy, he says, is not so much a matter of temperature, high or low, as it is of variety; and this variety is due especially to the passage of cyclonic disturbances in the atmosphere—that is, our ordinary areas of high and low pressure. In ancient times, the great centers of civilization in Mesopotamia, India, and China enjoyed, Professor Huntington thinks, similar variability, due to conditions favoring cyclonic movements, and their decline was synchronous with climatic alterations. He concludes:

"If this actually happened, the climatic conditions in the places where civilization was highest must have been highly stimulatory. Or rather, to put it in another way, under such circumstances the physical characteristics of the great countries of the past would have been such that high civilization would have been favored just as it is now favored in the five great centers of modern progress. We can not say positively that any such thing occurred. Yet all the lines of evidence seem to point to it. It seems at first almost impossible that so great a thing as civilization should be limited by so small a thing as changes in the air from day to day. Yet we all recognize that civilization is absolutely prohibited if the temperature stays permanently below freezing, for all life would be impossible. In spite of ourselves we are limited by nature on every side. Our only freedom consists in finding out exactly how we are limited and then in devising ways to overcome those limitations."

THE TOOTH-BRUSH INDICTED

MUST WE UNLEARN all that our diligent parents and teachers once did their best to instil? If there ever was an implement generally acknowledged as indispensable to civilization, it was surely the tooth-brush. It has been to most of us almost a religious symbol of that personal cleanliness which the old saw places next to godliness. And now, forsooth, we are told that it is not conformable to modern hygiene and sanitation! Its sins are both of omission and commission. It fails to remove impurities, and it serves as an efficient instrument to inoculate the teeth and gums with disease. Thus it has served as an instrument, not of personal hygiene, but of infection. In *Oral Hygiene* (Pittsburg), Dr. Bernard Feldman, of Perth Amboy, N. J., thus writes of it:


DR. BERNARD FELDMAN.

Who advises us to start right in taking care of our teeth by abandoning the tooth-brush.

"Not only has the public become accustomed to look upon the brush as necessary, but our teachers and the great army of dentists are recommending its diligent use. This teaching of school children and of adults how to use the brush properly constitutes what I consider 'the menace of the tooth-brush'; because it has been proved to me that the brush is defeating the very purposes of our oral-hygiene movement and that we are actually infecting the mouth instead of cleaning it by the use of the filthy, germ-ridden thing. Dr. Head called the attention of the profession to the dirty condition of the brush as it is used by the general public. Professor Miller proved that the brushing action of the bristles upon the surfaces of the teeth had a very injurious mechanical wasting effect near the necks of the teeth. Professor Hutchinson reported the conclusions which were reached in this matter by research workers, and his remarks are so emphatic that the matter can not be well ignored. The plain truth is that the brush is a dangerous instrument which is practically impossible to sterilize. It can not be boiled with impunity, and practically all agents, such as tricresol or formalin, render the bristles of the brush or the handle unfit for further use. To quote Professor Hutchinson: 'Not only the public, but the dentists themselves, have little conception of the filthy state of the comparatively clean tooth-brush as used in every-day life.'

"But granting the impossible—*i.e.*, that the brush with its bristles covered with a thin ribbon of tooth-paste or powder is sterile—why should we use it when it does not reach the interproximal spaces where it is most important that the bristles should reach? Tooth-decay starts in these spaces in the majority of cases. An efficient cleaning is probably never obtained by the brush. What is more probable is that many of the germs that are present on the bristles are deposited in these spaces. The silk floss does reach between the teeth and does clean out the food débris. It seems self-evident that the brush fails to do what it is supposed to do, so why use it when it does not do any good?

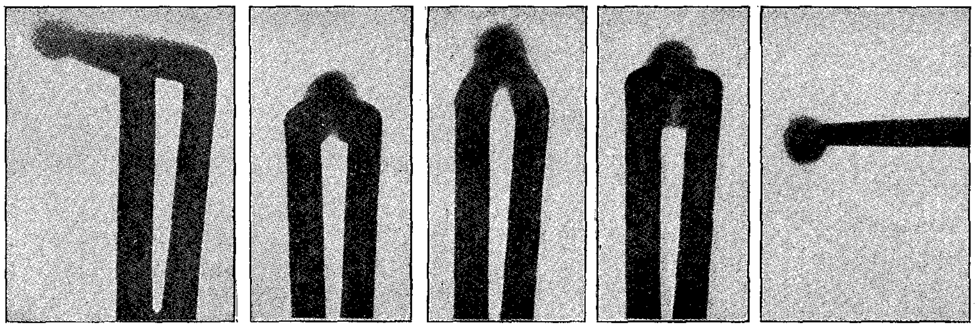
"To cite an example which was given to me by a friend a few minutes before I gave an oral-hygiene talk to school children: the big brush that is used by the street-cleaners will clean the surfaces of the cobblestones in the gutter, but will glide over the cracks where most of the dirt is settled. This seems to me to be a splendid word-picture; and its worthy object was to illustrate how and why to use the tooth-brush to dislodge the food débris 'between the cracks.'

"But why should we follow the example or pattern the cleaning of teeth after the crude method of the cleaning of gutters having cobblestones? To cite other examples: a stiff brush with a liberal amount of soap and water, vigorously applied, will clean the smooth surfaces of floors; the cloth of a person's suit can be cleaned by the clothes-brush and one's shoes can be polished by a shoe-brush. Inert substances can not cry out that this rubbing HURTS. Dr. W. D. Miller proved that the same kind of agent, a brush of smaller size but exactly the same in principle, DOES HURT the soft tissues of the oral cavity. This tearing and rubbing on the gums of the teeth are done by a brush which is filthy with those very germs that we are so very anxious to rid the mouth of. Would the surgeon sanction the cleansing of an open wound with an infected brush which was covered with an antiseptic tooth-paste or powder? Are we oral surgeons, therefore, justified in teaching children and adults to use such an instrument on soft gums and teeth? Experiments were made which proved that the brush contains a quantity of germs comparable with the number of germs found in sewage. Twelve sterile brushes were used in these experiments, applied once on the teeth, rinsed ten times in a tumbler of water, were left to stand for twelve hours, when all the bristles were removed with sterile forceps and the organisms counted in the usual way. In eight cases out of twelve the results were as quoted. One hates to think how filthy the brushes are that are used daily, especially by those people in whose mouths septic processes are taking place. No one that can look squarely at facts and that has the courage to stand by a proved principle can continue to use the brush nor advise its use for his clientele. . . . . . .

"Our research workers, of which we have far too few, have proved conclusively, to me, at least, that the tooth-brush is undesirable and inefficient. It has been shown that pastes and powders and lotions are beneficial, whenever they do not discolor the teeth. Of what good is research work if the rank and file do not benefit by the findings? The conclusion which I have reached is that an able and unbiased board or commission of dentists should solve this problem for the dental profession, and give us a technique for cleaning the oral cavity that is REAL ORAL HYGIENE. This could then be taken up by the rank and file, and the doctrine spread broadcast. Until such a method is adopted, may I suggest that we go back to the old Japanese method of using the clean forefinger to massage and clean the gums and outer surfaces of the teeth? It seems to be Nature's own instrument that 'just fits the bill.' Instead of using salt and water as did the Japanese, we can use our modern lotions, to be followed by the recognized efficient silk-floss or strips. Mind you, this is my own idea; but I cite it only to create a discussion among dentists to obtain REAL ORAL PROPHYLAXIS. But let us start right by abandoning the filthy tooth-brush once for all."

HOW NOT TO RUN A FILTER-PLANT—It has been often said that an American failing is the serene confidence that everybody is competent to do everything. The special prevalence of this fallacy among those who preside over our municipalities is illustrated by the tale of how certain city fathers thought they could operate a filtration-plant without the aid of an expert, told by the editor of *The Engineering Record* (New York, April 24). Says he:

"The novel feature in this case is not that slow sand-filters were placed in the hands of an untrained operator and clogged up, but that a committee of the city council, headed by a nose and throat specialist, undertook to correct the trouble. It goes without saying that no sanitary engineer was called in to advise as to the best methods of procedure. This committee, seeing the clogged sand, apparently remembered the Biblical injunction, 'If thy right eye offend thee, pluck it out.' Acting upon this precept, they dug out the old sand, cast it aside, and put in new material which had to be hauled from a distance of several miles at considerable expense. At that time no one, apparently, realized that the dirty sand could have been washed and replaced at low cost. But the climax to the comedy occurred when some one suggested that the cost of hauling new sand could be reduced by dumping the material into the intake and allowing the water to carry it to the filters—through 35,000 feet of pipe, including several inverted siphons. This plan was actually put into effect, but the committee is still waiting for the sand to make its appearance at the filters. No better example of misdirected zeal could be cited, for these councilmen were probably sincere in the belief that they were saving the city money by directing the work at the filters. When engineering societies have had more time to spread the doctrine of sound technical advice in sanitary-engineering matters, instances of this sort will be more infrequent."



WHEN THE SURGEON REALLY "GRASPS AT A SHADOW."
He can take out a bullet by this new method in less than a minute.

SHADOW SURGERY

THE USE of the *x*-ray in surgery has now become well established, yet its use during the progress of the operation itself is very recent. Just introduced on the European battle-fields, this newly devised "radioscopic surgery" enables the operator to extract bullets or shell-fragments, at the rate of one a minute, with the greatest safety and absence of injury. In the ordinary use of the *x*-ray a shadowgraph is taken of that part of the body containing the bullet, and extraction is made with its guidance, somewhat as a motorist may find his way about at night with the aid of a map. With the new technique, the bullet is extracted while the surgeon observes its shadow, together with that of the surrounding bony structure, with the fluoroscope, even as the same motorist finds his way in broad daylight. Says Jacques Boyer, who writes of the new method in *La Nature* (Paris, April 10):

"Sometimes radioscopy plays a direct part in the operation itself. We then have what is called 'radioscopic surgery.'

"Apparatus devised especially for this by Dr. Wullyamoz includes a table, a fluoroscope, and surgical instruments such as pincers, forceps, needles, and curettes—all having the peculiarity that they are bent at right angles. The radiologic table, which is mounted on rollers, carries, on a shelf below it, the coil, the interrupter, the bulb on its movable stand, the diaphragm, and other necessary elements in the production of *x*-rays. The surgeon, or his aid, observes the images thrown by the bulb situated under the lower surface of the table, with the assistance of a fluoroscope fastened over his eyes. He then sees on the fluorescent screen the structural details of the organism, and in particular the bullet that he is looking for. He thus utilizes the *x*-rays during the operation, seeing the body as a translucent substance. He can not, however, use surgical instruments of the usual form, since their shadows would mask, during the operation, that of the foreign body that he wishes to reach. So Dr. Wullyamoz has adopted the curious device of bending them at right angles. Thanks to this peculiarity, the operator directs his scalpel or forceps with precision. It is sufficient, after having centered the bulb and ascertained by two radioscopic examinations at right angles, the exact position of the bullet, to place the patient in such an attitude that the shadow of the bullet or fragment of shell coincides with that of the end of his probe. Then he cuts the skin at the point so determined, places his forceps in the incision, causes the shadow of its end to fall on that of the bullet, and thrusts it in vertically. When the forceps touches the foreign body he opens them and grasps it. Extraction is accomplished in this way with great rapidity and certainty, with a bullet of any kind whatever, in less than a minute and without injury to the surrounding tissues."

MEAT FROM THE CATALO

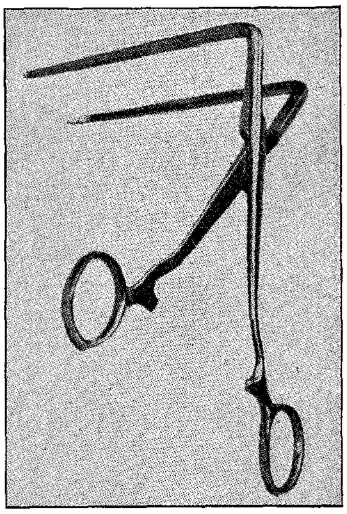
IS THE CATALO to solve the meat-problem for us? Before requiring our readers to answer this question, it may be well to explain to them exactly what a catalo is. When one's train passes a station named Colneb, he knows he is on the Colorado-Nebraska boundary-line. Analogous conclusions follow observations at such stations as Moark, while the train leaves Missouri for Arkansas, or Monaho, where it crosses from Montana to Idaho. With a similar kind of elephantine playfulness to that thus displayed by the retiring genius who baptizes railroad stations, some biological relative of his has bestowed the name of "catalo" upon a hybrid of domestic cattle and the buffalo. This odd product of cross-breeding will thrive in arid country and yields excellent meat—so we are assured by Benton Borthwick, who writes of it in *The Forecast* (New York, May). He says, in substance:

"The catalo and the mule would be first cousins if it were not that one belongs to the *genus bos*, while the other claims kin with the *genus equus*. The bond between them is that both spring from mesalliances, the catalo being the offspring of the buffalo and the gentle domestic cow. . . . The catalo is so hardy that he can live on pastures which would be poor picking for a sheep, and his meat is equal to the best beef, to which has been superadded the tender luscious hump that made the wild buffalo so eagerly sought by the equally wild huntsmen of the plains.

"It was the extreme desirability of this hump, combined with the value of his shaggy hide, that helped to bring about the practical extermination of the American bison, or buffalo. The Indians appreciated both, but they lived in peace and amity with the buffalo and left enough of them to insure an inexhaustible supply of meat and teppees for future years. The white man's appreciation was equally keen—but, like the Indian, the buffalo was in his way. He wanted the plains for his cattle to range over, and he did not approve of the cattle associating with the buffaloes. Therefore, the buffaloes were gradually exterminated until at the present time the only herds remaining are those kept as zoological curiosities.

"The new species has really been established, and there are now a sufficient number of cataloes to make it safe to prophesy that the new animal will play a leading part in the future food-supply of the nation.

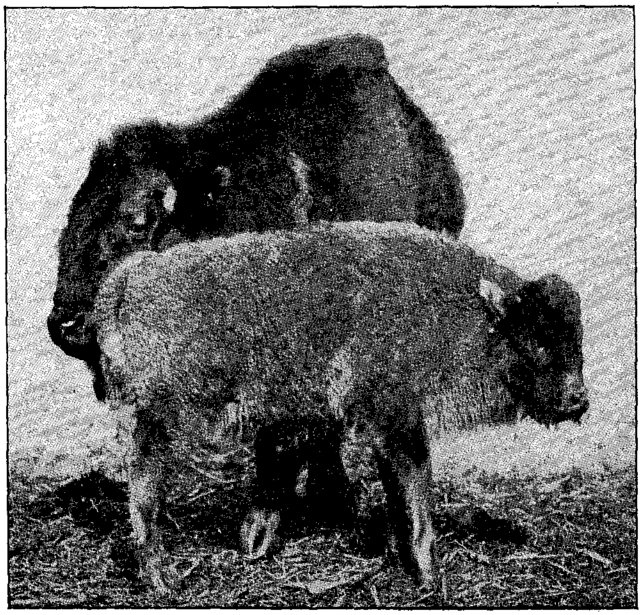
"The range is the natural habitat of the buffalo, and the catalo appears to inherit from its wild progenitors this love of the open. Turn the catalo loose in summer and winter; it fattens much more rapidly than domestic cattle would under the same circumstances, and its mortality-rate is much lower. The driving blizzard of North Dakota does not send a herd of catalo drifting before the storm—for the blood of the buffalo makes the hybrid turn and face the swirling snow.



THE SHADOW-SURGEON'S RIGHT-ANGLED FORCEPS.

"Again, because of the long adaptation of the buffalo to plains conditions, water is not as essential to the catalo as it is to the cow. Nor is salt—which is so necessary to the cattle that the problem of salting them on the range has always been a serious one for cattlemen to consider — at all indispensable to the catalo, which will show little or no desire for the salt that is being lapped up eagerly by the cows feeding close beside it.

"Another advantage of the hybrid is his immunity from diseases which have so scourged the cattle-herds. In Texas, the worst tick country in the whole United States, the catalo has grown and thriven, immune from Texas fever and Texas blackleg, in the midst of cattle-herds which were dying from these dreadful diseases. In fact, nothing so far has seemed to affect the health and disposition of the Texas catalo. He has grown and taken on weight in the dry, hot plains of summer, and the moisture-laden air and rain-soaked turf of the wet season have merely brought more food to his mouth as he placidly crops the grasses growing long and rank under the downpour.



Illustrations by courtesy of "The Forecast," New York.

A TRUE CATALO CALF AND ITS MOTHER.

Both have mixed blood in both lines of ancestry.

"These are some of the advantages which the catalo possesses over his domestic ancestors. In other ways he shows that he is a distinct improvement on the buffalo. Preeminent among these is his peaceful disposition. . . . The catalo is no fighter. Even where there are big herds, the breeders report that a fight has never been known, for the animals are docile and easily broken and are by nature inclined to keep the peace.

"The experiments by which breeders have finally produced the catalo are more interesting. They have succeeded after many years of fruitless effort, because the two men who were instrumental in discovering the secret of a successful cross are wealthy as well as scientific, and grudged neither money nor trouble when it came to the possibility of establishing a new breed of domestic animals."

Unlike the mule, we are told, this hybrid is able to perpetuate its own species. So far as is known, no males have ever been born from the first cross, so that the second generation is either three-quarters or one-quarter buffalo, as the case may be. From these are produced the true catalo, which has both species on both sides. Writes Mr. Borthwick:

"When the true catalo appears, it becomes a type which combines the characteristics of both lines of ancestry and is quite distinctive. It has a heavier coat than the domestic animal, carries a larger hump and bigger hind quarters than the buffalo, and—which is all-important—cuts approximately one hundred and fifty pounds more of edible meat than the ordinary 'beef critter!'

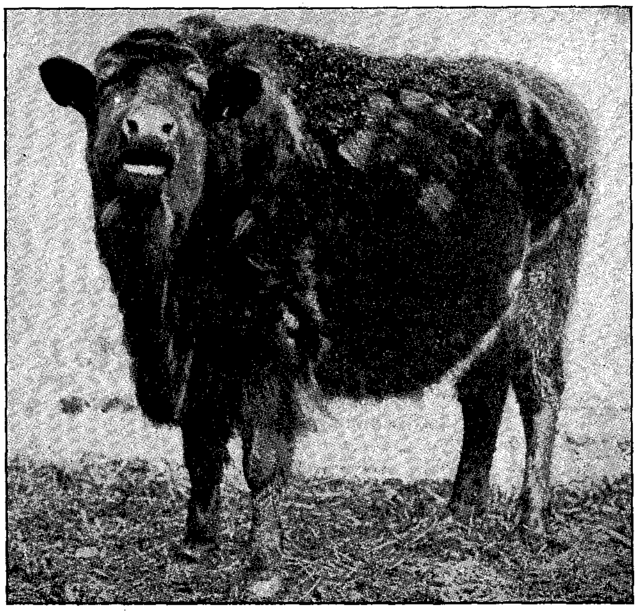
"Knowing that the great secret of producing a larger quantity of meat lay in the hump of the buffalo, the first care of the breeders of the catalo was to transfer this hump to the back of the new hybrid animal. Instead of being a huge lump of fat, the hump of the catalo forms the upper cut of a rib-roast of beef. It is tender, clear meat of excellent flavor, scarcely distinguishable from that of the ordinary beef-animal. Cataloes which have been slaughtered for meat have produced upper cuts nine inches deep. The great value of the catalo as a meat animal is that 70 per cent. of his weight can be sent to the table. Also, the meat is never tough, even when the animals are out on the range.

"As it stands to-day the problem of the catalo is not one of the mechanics of breeding. That has all been done, and now it is simply a matter of selection. Therefore, the best of the hybrids are all being used for the purpose of propagating better animals, and the others are being used for meat.

"Time alone is necessary to establish a race which will make productive vast areas that are good for little else. On these almost arid plains grazing is too thin and water too scarce to allow the better grade of beef-animals to exist, but the catalo, if left to itself, will thrive and gain weight. The range-animal of the past has been responsible for tough, fibrous meat—too often diseased. The range-animal of buffalo strain is hardy enough to resist disease and will produce clear-fibered meat that never gets tough. Before many years it is likely that the problem of our meat-supply will be solved by the blending of the American bison-blood with that of the beef-animal that for a century has formed the main food-dependence of the people of this continent."

CRIPPLED BRAINS—That "every feeble-minded person is a potential criminal" was asserted by Dr. I. Herman Branth, of New York, in the course of a discussion reported in *The Nurse* (April). Says this paper:

"He made the important point that, in general, 'mental life is of far greater importance than physical life.' This fact indicates the great importance of proper training for all types of children. Normal children need a normal training to get the best results. If badly trained they will lean more toward criminality than if well trained. 'It is perhaps for this reason that very often criminals are cripples—and, as cripples, generally escape child-discipline to a degree.' . . . This quotation . . . contains a most significant principle, not without force in every case of illness or infirmity afflicting a child. Parents and nurses need to keep constantly in mind the absolute necessity of wholesome discipline for every child that needs care or waiting on. It is very easy to spoil a sick child, whatever the sickness may be, and it may take a lifetime of conflict to undo the injury inflicted in a few weeks or months by a doting parent or an easy-going nurse. We need not cite cases to prove this fact; every one has met them. As Dr. Branth says, the child's brain can be trained upward or downward. Why add a crippled brain to a crippled body, and make a combination that will be a curse to its owner as well as to all associates? Prudence, moderation, kindness, a sweet temper, and a head full of common sense are gifts to be cultivated and insisted upon in the sick-room as well as on the playground. And in later life they make such a difference!"



DOES SHE SOLVE OUR BEEF-PROBLEM?

The daughter of a buffalo bull and an ordinary domestic cow.

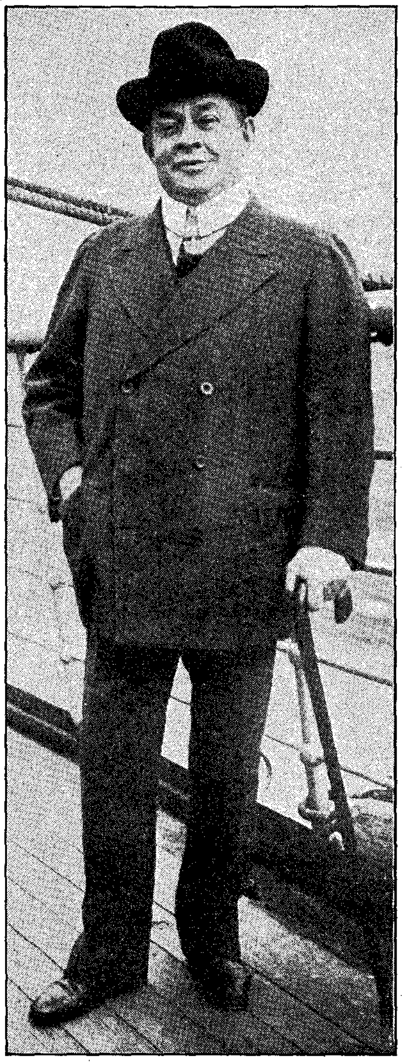
LETTERS - AND - ART

THE BLOW TO ARTS AND LETTERS

Of all the arts the drama seems to be the greatest sufferer through the disaster overtaking the *Lusitania*. In the death of Charles Frohman, the theater of America and England loses a great international force. "He took America over to England and brought England back to us," says David Belasco. "He was a restless force, and let no season pass," says *The Telegraph* (New York), "without revealing to his public new possibilities in theatrical production." With Charles Klein, one of America's foremost dramatic authors passes in the midst of his active labors. Mr. Justus Miles Forman had directed most of his endeavors to the realm of fiction, but the drama was beginning to claim his attention, and his trip with Mr. Frohman was taken in the interest of future productions. While the drama shares its loss with literature in Mr. Forman's death, the latter alone counts Mr. Elbert Hubbard among its votaries.

A chapter in the history of the American theater will be written in the career of Charles Frohman. He was almost "the first of a type of theater managers which may be practically said to have disappeared with him, or almost before him," observes a writer in the New York *Sun*, "since he had during the last few years lost many of the characteristics which had been distinguishing during earlier stages of his career." Particularizing:

> "The theatrical Napoleon ended with Charles Frohman, just as it had begun with him. Managers have realized that greater concentration of interest is more advantageous. Mr. Frohman, with such stage favorites as Maude Adams, Ethel Barrymore, Billie Burke, Blanche Bates, Marie Doro, Julia Sanderson, Ann Murdock, John Drew, William Gillette, Otis Skinner, Donald Brian, and Joseph Cawthorne, and with his successful New York theaters, was in effect much more of a Napoleon than he was in some of his efforts to swing the far more extensive enterprises of former years.
>
> "One season—and it was by no means his most active—he made twenty-five stage productions, employed 792 actors and actresses during a period of from thirty to forty weeks and was liable for salaries amounting to more than $25,000 a week. Up to the close of the season three years ago he had produced more than 600 plays altogether. It may be roughly estimated that since that time he has produced here and in London at least sixty more, so there has been after all something Napoleonic in his career, even if its later years were less notable for the extent of his enterprises.
>
> "Much more than that Charles Frohman did for the profession to which he was so much attached. He established its reputation for the highest business rectitude. Like all men who operate on such a scale, Mr. Frohman had his fat and his lean years. But it could never be said that he failed to meet every business responsibility in the most honorable way. The theatrical business when he entered it was a fly-by-night, unregulated, speculative, and more or less vagabond occupation, which paid when the money came in—not always then—and had no other resources. But Charles Frohman and the men who were associated with him put the profession for the first time on a business basis. No banker could have been prouder of his commercial honor than Charles Frohman."



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DEATH'S ADVENTURER.

On the tilting deck of the *Lusitania* Charles Frohman's last known words were: "Why fear death? It is the most beautiful adventure that life gives us."

There was no feeling in his life, continues this writer, so strong as his devotion to theatrical management for its own sake. Further:

> "He found few pleasures not associated with it. He never took a vacation which carried him far from the theater. When he was not seeing plays he was reading them or talking about them. For plays were always the necessity of his life. With stars to supply and theaters to fill he had to have the kind which would please the public.
>
> "He lost thousands of dollars in the Repertory Theater he founded in London merely in the hope that such an institution would develop new playwrights. He was negotiating with actors or watching them from the back of a box or directing them at a rehearsal all the time. What he might earn out of this production or that never occurred to him particularly except as a means of continuing his enterprises. Of his importance as a manager he thought constantly. But of what he might earn as a theater manager was something to which he gave little attention."

Charles Klein was the author of many plays that have held the theater since his first production of "A Mile a Minute," in 1890. His fame has been associated with that of David Warfield, since he was the author of "The Auctioneer" and "The Music Master"—plays known to practically every theatergoer in the United States. His other activities have also been numerous, as the New York *Times* recounts:

> "In 1905, his play, 'The Lion and the Mouse,' was produced, and this was followed by 'The Daughters of Men' in 1906, 'The Step-Sister' in 1907, and 'The Third Degree' in 1908. This play also became famous, as it was an exposé of the police methods in vogue in this city, which at that time were under severe criticism.
>
> "A year later 'The Next of Kin' was produced, and in 1912 he adapted the 'Ne'er Do Well.' Mr. Klein is also the author of many librettos, among which are 'The American Countess,' 'The Charlatan,' 'A Royal Rogue,' 'Mr. Pickwick,' and 'The Red Feather.'"

Mr. Forman's name figured only the other day as the author of a war-play called "The Hyphen," produced with only moderate success at the Knickerbocker Theater. Mr. Frohman had great faith that the piece would win a favorable acceptance later. *The Times* announces that Mr. Forman had arranged to send to its columns war-letters from France. It thus surveys his life's work:

"As a traveler Mr. Forman has been energetic. He has journeyed extensively through Europe, Australia, New Zealand, and the South Pacific Islands. Much of the material in his novels and stories was gathered on these travels.

"Mr. Forman's play, 'The Hyphen,' has been taken as an anti-German piece, or rather an attack on the German-Americans who have been active for the Fatherland. The author's sympathies for the Allies have long been known to his friends, and they were not surprized, therefore, when the play appeared. They were surprized, however, that Mr. Forman should turn to playwriting, because he had never before been associated with the stage, except indirectly when a dramatization of one of his novels, 'The Garden of Lies,' done by himself in collaboration with Sydney Grundy, was produced at St. James's Theater in London in 1905.

"The novel of this play was published in 1902, and it was followed in 1903 by 'Journey's End.' Mr. Forman's ability for rapid output may be seen from this list of his chief publications: 'Tommy Carteret,' 1905; 'Buchanan's Wife,' 1906; 'The Stumbling Block,' 1907; 'Jason,' 1909; 'Bianca's Daughter,' 1910; 'The Unknown Lady,' 1911; 'The Opening Door,' 1913; 'Common Sense,' 1914. In addition to these works, Mr. Forman has contributed frequently to *Harper's*, *Collier's*, *McClure's*, and *Windsor* (London) magazines."

Mr. Elbert Hubbard has been one of the picturesque figures in American letters. He has been a free-lance in the field of social and economic comment and an innovator in furniture and bookbinding—the products of the Roycroft Shop. *The Times* reviews and estimates him in these words:

"The name of Elbert Hubbard for years has been identified with *The Philistine*, *Little Journeys*, *Roycroft*, and East Aurora, N. Y., where Mr. Hubbard has lived and from which place his many publications and the products of the Roycroft Shop have been distributed.

"It was as the editor of *The Philistine* (that 'Fra Elbertus,' as Mr. Hubbard styled himself, first attracted wide attention. In his earlier years he worked as a farmer, laborer, shepherd, and miner, and then he became in succession a printer, a newspaper reporter, and a dramatic critic, gradually, it would seem, approaching the independent and unusual literary life in which he became popular. It was while he was traveling for a business house that he 'discovered' East Aurora, which is sixteen miles from Buffalo. He founded *The Philistine* there in 1894, and, meeting with success, opened the Roycroft Shop, for the printing of the little monthly.

"While editing *The Philistine*, Mr. Hubbard wrote essays, most of which have been published as *Little Journeys* to the homes of authors, musicians, artists, philosophers, etc.

"Opinions of the excellence of the work furthered and fostered by Mr. Hubbard have differed, but there has been no question about its unusualness. Both in his treatment of subjects and the physical mediums through which he has presented what he has to say, Mr. Hubbard has been striking."

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ELBERT HUBBARD,

Who wrote in the current *Philistine:* "It speaks volumes for the patience and good nature of the German people that somebody has not reached for me with a snickersnee on account of my shooting paper pellets in the direction of the Teutonic tribe."

Another lost passenger of the *Lusitania* has figured prominently in the world of American letters. Mr. Herbert S. Stone was once editor and publisher of that suggestive little weekly, *The Chap Book* (Chicago), that flourished during the nineties. Also as a member of the publishing firm of Stone & Kimball his influence upon the field of artistic book-making was considerable.

EMERGING LITERARY BELGIUM

BELGIUM in great volume has been driven across her frontiers, but one of her compensations already may be counted in the extended knowledge her literature is gaining. Writers like Edmond Glesener had before only what might be called a parochial reputation; now he is being read in France, and forms the subject of a study by André Beaunier in the *Revue des Deux Mondes* (Paris). He is accounted a distinctly original force, but one finding a difficulty in adjusting his style to his wealth of material. In the Boston *Transcript* Mr. Beaunier's article is presented by Dr. I. Goldberg, who mingles comment with translation. We read:

"Glesener has written in eighteen years an output which would not serve one of your professional 'best-seller' artists in America for a year and a half. He seems to be groping for an art formula which he will surely, if slowly, attain. His work is the promise of a man whose word alone inspires surety of fulfilment. A little excerpt from his own work may serve best to illustrate the wide field which he finds in his self-imposed restrictions.

"A basket-maker takes it into his head to write songs—words and music. But where to find topics upon which to exercise his genius? The plight is solved in characteristic fashion. 'Such stupidity!' exclaims the basket-maker. 'I wrack my brains to find subjects; and for years the best of them was right under my very nose all the time: my trade! I never even thought of it!' In just such a mood did Goethe write: 'See, the Good lies near at hand.'

"To Glesener the basket-maker, 'since he sang according to his art, everybody understood him.' This sincerity is one of the author's strongest points. The basket-maker sang his trade; Glesener sings his home: Liége."

"Le Cœur de François Rémy" is the title of the "most attractive" of this writer's novels. Its outline is this:

"*François* is the well-brought-up son of a carpenter. He leads a tranquil existence until, one day, the big world calls to him in the shape of a little girl. The latter is bohemian by nature and environment, and lives with her father and brother, a pair fit for the gallows. She herself is scorned by the villagers and has developed skill at evading the police. *Rémy* loves with all the ardor of youth.

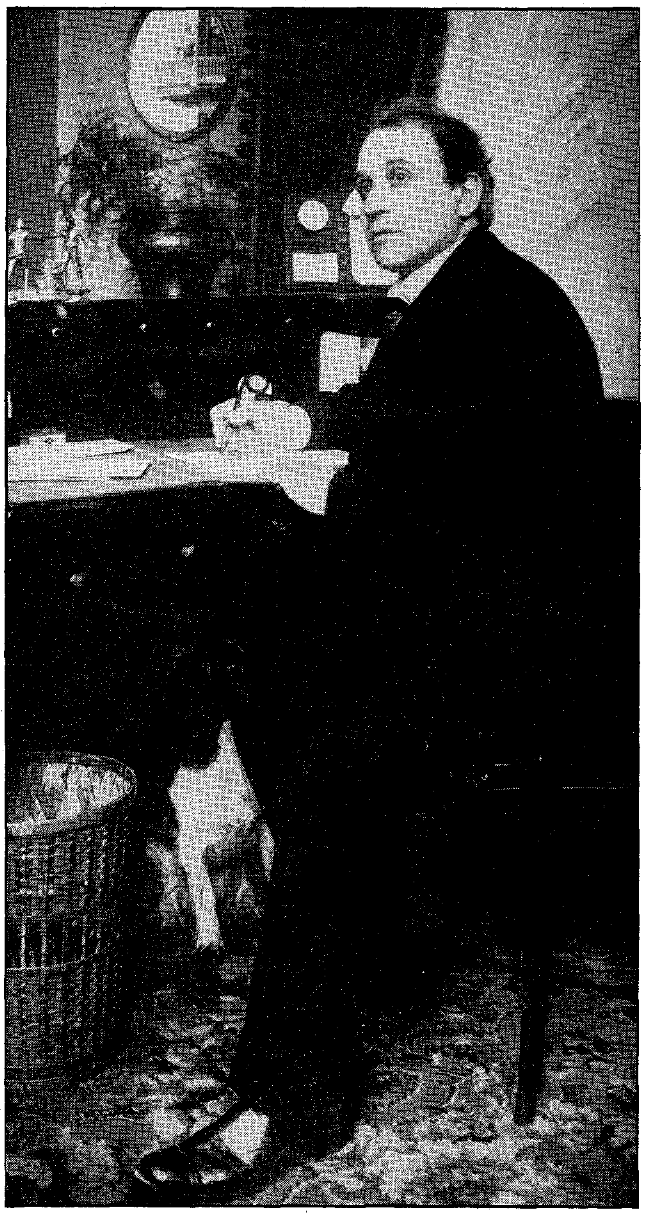
"Then suddenly something happens—both to *Rémy* and the book, for the two undergo a change of character, and in neither case is the change sufficiently prepared for or analyzed. *Rémy* abandons the girl and becomes a vagabond. His entire past is renounced. Just why or how the change takes place we are left to guess. As the critic aptly puts it, there is a blank page between one chapter and the next, and lo, *François* has undergone a vital transformation.

"In *Rémy* various writers have seen the symbol of the Walloon temperament—a nervous sensibility, delicate to the extreme among cultivated people, traces of which are not at all uncommon among country-folk; a penchant toward reverie, a kind of rude pantheistic communion with nature."

This book contains a picture of juvenile love notable for its reality. It is the childhood story of *Marie* and *François:*

"He has taken her home and she has slipt, tearing her skirt. Knowing her father to be a drunkard, *François* sees visions of terrible floggings for *Marie.* He waits outside and listens. He hears the sounds he feared. He picks up a snowball and is ready to crash it through the window in protest. But the sounds vanish. He pictures to himself *Marie* going up to her room; the storm is over. A few minutes later he is on his way home, and the snowball which was meant as a bomb of warning to a cruel parent finds an ignominious fate with a passing hackman as target. What could be better, as a symbol of childhood's ephemeral passions and quickly forgotten griefs, than the very snowball which *François* sent to so unspectacular an end?

"*Marie's* father takes her off to Russia. The childish mind of *François* pictures that land in its popular bearish colors and suffers agonies at *Marie's* probable fate. And yet, in a short time he has so completely forgotten his idol that he is reminded of her occasionally only by the picture of Cinderella in his books!"



CHARLES KLEIN,

A *Lusitania* victim who, in "The Music Master" and "The Auctioneer," has furnished David Warfield with his chief vehicles for fame.

Another story shows Glesener to have "adopted a new esthetic." In *Honoré* he creates "a Don Juan who is prevented in his schemes by no ordinary scruples." The *Honoré* kind of man he seems to despise as much as he likes *François:*

"A jolly fellow, voluptuous, ambitious, he will even marry an old widow so as to advance his social position. He will throw his rival into the water, then plunge in and rescue him for a hero's medal.

"His self-assurance carries him through all; everything turns out in his favor. He becomes captain of the civic guards. His eyes stray in the direction of the colonel's wife. He is the very incarnation of an ignoble parvenu, delineated with uncommon skill. This unconscionable rogue disdains all morality; he worships power, even as others worship his own. Under certain conditions he is even the kind of man to whom a community will afterward 'point with pride.' The entire book is a striking satire.

"Glesener has as yet allied himself to no special doctrine or school; he has chosen no definite line to pursue. His resources are those of a versatile talent, and his indecision shows every sign of developing into something more positive and definite. He is robust and pithy."

On the question of language Glesener, with the other Belgians, comes in for the same treatment in high places that befalls most subsidiary users of the tongue of a dominant State:

"The style is rather imperfect, often pretty, yet more often careless, encumbered with neologisms that fall with particular harshness upon the ear of a Frenchman. For Beaunier objects strongly to the Belgians forming a French of their own; his protest is couched in terms all the more emphatic because of the decided tendency in all the young literature of contemporary Belgium to assume a separate language. Beaunier's objections fall rather flat after his praise of Belgian patriotism. Perhaps he is doomed to disappointment. The Spanish of South America, for instance, is already 'encumbered with neologisms' against which the Academy across the ocean protests in vain; even so of the Portuguese of Brazil. Belgium must be left to work out its own linguistic, as well as literary, destiny. And it may be that just those elements in Glesener which Beaunier finds most reprehensible will in the future be of most significance to Glesener's countrymen."

BRIEUX READS THE RIDDLE OF FRANCE

THE DISESTEEM, if not contempt, in which France as a decadent nation was held by some during the years before the war increased when the Germans made their menacing drive toward Paris in the earliest stages of the tragic game. Many unbiased observers foretold a repetition of the downfall in the seventies. Subsequent developments upset prediction, and the Republic and the nature of its people only became more enigmatic to the outsider. A reading of this national riddle is offered and expounded by a distinguished son of the country, Eugène Brieux, the dramatist. As a literary envoy and advocate, it will be recalled that Mr. Brieux recently delivered certain lectures in the United States and Canada analyzing France's status in the great conflict and the character of his people. The latter topic is of chief interest to American readers, in view of the native French authority who treats it; and the extracts here printed are taken from the Paris *Temps*, which publishes Mr. Brieux's discourse in part. If France was traduced in the eyes of the world, says the dramatist, the blame is to be laid both at the doors of her enemies and of the French themselves. While it is natural that an enemy should have no good word for her, it was equally natural to the national temperament that the French should speak and write ill of one another. They would rather speak ill of themselves than not speak at all—and they did. But the grave reason for this intemperance of utterance, Mr. Brieux explains, lies in the bitter years of abject humiliation France had suffered since the taking of Alsace-Lorraine. This blow to her pride plunged her into an excess of self-depreciation. Nevertheless she had done more than mope in the meanwhile, so that for all her internal animosities and entanglements she stood up a united nation when the call came to abide by the terms of her alliance with Russia. That France will still be a nation of "ferment" after the war, Mr. Brieux believes and hopes. It is her destiny, because of the divers races of which she is composed and because of her geographical position. In his view the constant "agitation" of France has borne fruit in many wild and futile dreams, but also in many that have made possible "a happier humanity" to other nations as well as France. Of his country's dubious situation for some years before the outbreak of hostilities, Mr. Brieux says:

"France did doubt her strength, her dignity, her future. She seemed to accept the decline of her importance in the world. And round about her a certain number of excellent minds resigned themselves to the fact that they could no longer admire her. Yet they could not persuade themselves to cease loving her.

"Then gradually the world discovered that the statements of the enemies of France were lies and that the judgments of the French on themselves were false—that France had been calumniated by her politicians and by her writers. The war broke out, and the events of these days prove that what was taken for the torpor or the agony of a people was merely slumber. Indeed I shall be able to show you perhaps that it was not even slumber, but meditation. The astonished world now beholds France fully alive; and her foes learn to their cost that she is forever young and strong, that her women are healthy and brave, and that her sons have not degenerated."

Nevertheless Mr. Brieux admits that France had been "suffering from a grave ailment" ever since the disaster of 1870. The worst of these was the taking of Alsace-Lorraine. Indemnities can be paid and the money regained at home by toil and thrift. Insults can be endured, but the wound of such a wrong as this does not heal with time. In Mr. Brieux's belief there is hardly to be found in the history of the world many errors "greater than that committed by the victor in imposing such a humiliation" on France. It fixt her in an attitude of defeat; and the shame and constraint she suffered during subsequent years caused her to lose some of her best qualities. We read then:

"One of the most marked traits in the character of France is the demand for clearness and method, the wish to have everything explained. Reflecting on her woes, she fell from one excess into the other. Formerly she had been vain and proud of herself. When she found herself beaten, she thought it was because she had been deceived about her real worth and she began to contemn herself and say ill of herself simply through need of being logical. Each political party blamed the other for the catastrophe. Hatred sundered the happy family of the nation. Every one refused to admit that he had deserved defeat, and held his brother responsible.

"Silence and inaction are not natural to the French, nor is humility. They would rather talk disparagingly of themselves than not talk at all. They did talk, and thus came into being that cruel literature which has done us more harm in the eyes of the world than even the defeat of 1870 itself."

Referring to the present conflict, Mr. Brieux goes on to explain that France was not at all anxious to enter upon a war that involved her very existence. But she was bound to keep the faith of her alliance with Russia. So when the die was cast everybody, from peasant to President, said: "France has given her word. She will keep it." The eyes of the world turned toward France, observes Mr. Brieux:

"Then it was, perhaps, we gave the onlookers their greatest surprize. Our foes had counted upon our internal difficulties, which were even an item in their calculations. Their mistake is easily understood. Brothers in a family may quarrel because they do not agree about the way the house should be run, or about the name-plate on the door. Yet when strangers invade the threshold, one must not be astonished to see them gather round their mother in protection. Socialists, radicals, monarchists, republicans are merely first names: French is the family-name to which all respond at the first call."

Here Mr. Brieux anticipates the obvious question as to whether the French people will forget all their differences and live in complete accord after the war. He thinks not; but he believes that a great improvement in their political affairs will ensue and that his compatriots will understand better how there can be disagreement without hate and argument without insult. He does not expect them, however, to become "calm as statues." "By her geographical situation, and because of the races that gave it being as a nation, France is destined to agitation. And agitation may be fruitful, while immobility never is."

SHALL WE LEARN RUSSIAN?

MEMBERS OF THE ANTI-GERMAN LEAGUE in England declare they will discourage the future study of German and urge Russian as a substitute. Russian may become a language issue even to nations who remain neutral. The New York *Globe* observes:

"Russian need not in the nature of things remain an undiscovered domain. German has long been as commonly taught in English-speaking countries as French, much more commonly than Spanish or Italian, and yet, seventy years ago, when George Eliot brought out her translation of Strauss's 'Life of Christ,' a thorough knowledge of German, we are told, was hardly more usual in England than a thorough knowledge of Russian is to-day. Russian is spoken of as a desperately difficult language. So, on the continent of Europe, is English. There is a tradition that intelligent Russians are such good linguists because of the difficulty of their own tongue. And yet, English and Americans, with their difficult tongue, are notoriously bad linguists. French and Italians are, if possible, worse, and yet their languages, so far as a superficial, easy acquaintance is concerned, are regarded as simple.

"Literature is less of an incentive to the study of language than might at first be supposed. Ibsen, Björkman and Strindberg have not appreciably quickened the study of the Scandinavian tongues. . . . Russia has produced some of the world's greatest novelists, but as long as they are approachable in good translations it is likely that only a few adventurous souls will so crave them in the original as to master Russian for their sake. If the study of Russian becomes a living issue, instead of a matter of academic speculation, commerce will probably be the deciding influence."

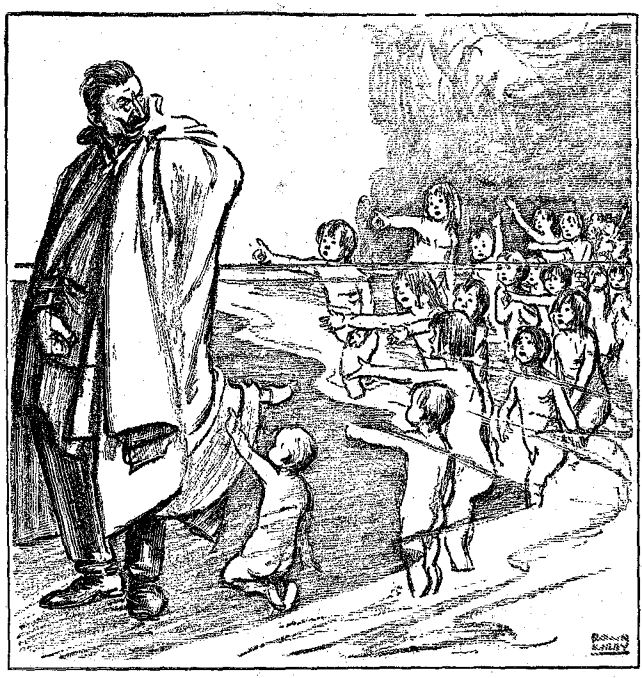
JUSTUS MILES FORMAN,

A *Lusitania* victim who had but lately endeavored to add to his literary laurels fresh ones garnered in the theater.

RELIGION-AND-SOCIAL-SERVICE

VOICE OF THE CLERGY ON THE "LUSITANIA" CASE

STRONG RESTRAINT of feeling is evident in the pulpit utterances on the sudden dispatch of over a thousand souls into eternity by a German torpedo. No hasty action is advocated, but neither is any weak or halting policy advised. Possibly some of the clergy have counseled turning the other cheek, but if so we have not seen their words in print. The New York *Times*, collating the expressions used by New York clergymen, repeats, as current pulpit descriptions of the deed, "a crime against civilization," "an act not to be condoned," "not piracy, but organized murder," "abhorrent even to the standards of bloody war." These and others of the kind have mingled with the voices of the layman. From Rome comes a special dispatch reporting the Pope to have said that "the criminal sinking of the vessel was unworthy of a civilized Christian nation." With all the expressions of horror go also the counsels of wisdom and moderation, leaving to the constituted powers the choice of ways for vindicating the national honor. From the Rev. John Haynes Holmes, of the Church of the Messiah, comes a reassertion of the necessity of peace:



BUT WHY DID YOU KILL *US?*
—Rollin Kirby in *The World* (New York).

> "This is an hour for lamentation, but not for anger—an hour for grief, but not for madness. There is no more reason why we should go to war with Germany to-day than there was yesterday. On the contrary, there is infinitely more reason why, in the face of this monstrous horror, we should reaffirm our love of peace and our faith in reason and good-will.
>
> "It is the war-spirit which has done this thing. What shall it profit us to conjure up this spirit in our own country and thus extend the range of violence? It is militarism which has committed this crime. Why justify it by now applying ourselves to its decrees and methods? War settles nothing. It adds to horror, aggravates madness with madness, sanctifies the insane idea that the slaughter of a thousand men on shipboard can be met by the slaughter of unnumbered other thousands of men upon the fields of battle. Not thus is honor maintained and justice done. Now, if ever, is the time to show that America abhors the crime of war and sincerely believes in peace."

War is not the remedy proposed by the Rev. Dr. Leighton Parks, of St. Bartholomew's, New York, but a sentence against Germany of exclusion from the family of nations:

> "Germany has committed an act which could not be condoned, and her attitude is such that there is little likelihood of her admitting the wrong in what she has done. Rather, she would seek to justify it. In that event, what shall we do? Go to war? No, let our brother, Germany, be unto us as a heathen, one who has cut himself off from the congregation of Israel, and a publican, this Germany which has loved education and has given to us a literature of its own, its music, its scientific achievements, its aspirations; this Germany which we had learned to admire and love.
>
> "Let us say to Germany, 'You have placed yourself beyond the pale, and we can not for the time being have anything to do with you.' Let us give to her accredited representatives in the diplomatic and consular service their passports. Let us recall our representatives from her Court and her cities. Yes, to this Germany, which has so deep a religious sentiment, let us say, for we are justified: 'You have placed yourself outside of the bounds of Christianity. We are sorry, but you would not heed. You sought alone to be exempt from all the rules of humanity that civilization has dictated.' Let us say that to Germany, but let us remember that Germany is our brother, for whom we pray."

In a further practical sense this view is repeated by the Rev. S. DeLancey Townsend, of All Angels', New York:

> "I believe—and the unanimity, unparalleled unanimity, of the American press assures me that I am not alone—that the time has come when the people ought to demand that our Government should call for and secure the cooperation of all the nations yet neutral in establishing a concentrated power to secure and to enforce a return to the laws of civilization on the part of the nations at war. Such a concert of civilized Powers could refuse commercial, financial, or diplomatic relations with any Power which put itself beyond the pale of civilization, and that probably would be effective without firing a gun."

The Rev. Dr. S. Edward Young, of the Bedford Presbyterian Church, Brooklyn, finds the moment come "for outspoken protest against Germany's conduct of the war by the multitude of preachers, publicists, and laymen who, complying with President Wilson's request for neutrality, have kept silence for over nine months, while Ambassador von Bernstorff, Dr. Dernburg, and a host of other German advocates violated the President's express wish by carrying on a campaign against neutrality." Further:

> "We now say to our sincerely respected German friends and German-American fellow citizens: 'You have enjoyed here a thousand times more liberty of speech than either we or yourselves would be permitted in Germany. You have won over nobody. The conscience of the American nation is against your Prussian militarism and its incarnation of Nietzsche's dictum, "Let every one who is strong seek to make himself dominant at the expense of the weak."'
>
> "Most of us thought our Government should have protested when Germany trampled Belgium, when she scattered deadly mines to drift upon the sea anywhere and everywhere, when she despoiled Louvain, when she sank the *Frye* and the *Gulflight.* Now that Germany has defied this Government's official notification and has carried piracy to the utmost limit in sinking the *Lusitania,* we are going to lift up our voices in denunciation and are ready to go further to stop these outrages against what we and practically everybody outside of Germany, Austria, and Turkey deem barbaric.
>
> "America can not be silent or inactive after this. We are in an awful and dangerous crisis. One spark could set the land aflame. The wisest friends of Germany here will take care to uphold the hands of President Wilson and to cease calling for the impeachment of the Secretary of State for not forbidding Americans to sail on the *Lusitania.* Universal prayer is surely being offered for our calm, brave, God-fearing President, whose task is heavier than any man's since Lincoln."

The Episcopal Bishop of Massachusetts expresses his belief that the people of Germany would not support such methods. German pastors in this country are found to justify the act of "sending to the bottom a boat which carried nearly half a million dollars' worth of munitions of war." Such are the words of the Rev. J. F. Keller, of the Evangelical Lutheran Church, of Cleveland, who adds:

> "These passengers were warned before they sailed. Why should the submarine have given them a second warning? War is war, and the passengers must take their chances just as do those men who go to the front to fight in Flanders."

Chicago dispatches indicate that "German clergymen generally defended the sinking of the *Lusitania*." An appeal was printed in the Chicago *Presse* on Saturday, signed by the Rev. Frederick Werhahn and the Rev. Wilhelm Breitenbach, calling upon German pastors, in the interest of "truth and justice" to call to the attention of their congregations the fact that "the German Government had been forced by England to the horrible step, and, according to international law, is not responsible for the loss of American life." Somewhat more moderate are the words of the Rev. Dr. A. B. Moldenke, of St. Peter's Lutheran Church, New York, one of the foremost German places of worship in this city:

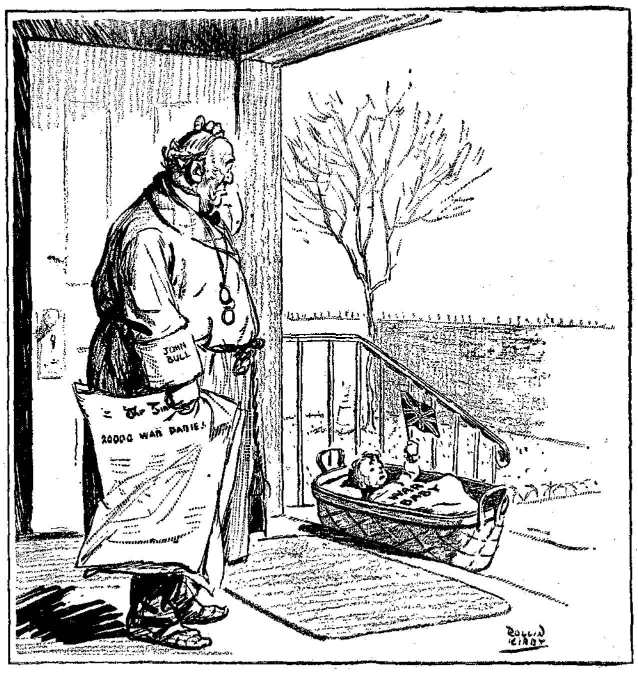
> "If the United States were to go to war against Germany, either over the *Lusitania* incident or for other cause, and the cause were regarded by German-Americans as not just, even then Germans here would remain neutral. There is no fear that Germans resident here will be traitors to their adopted country. If the United States were to go to war against Germany with a just cause, German-Americans would go to war with their adopted country. Germans living here and enjoying the blessings of this country will not fight it. If they can not fight with it, they will be neutral. There is no German anywhere, I am persuaded, who does not regret the sinking of this ship and the loss of life it entailed.
>
> "The Germans who fired the torpedoes must have regretted the act. It was regarded as necessary by the course of Britain in trying to starve a whole nation of millions. No Germans in America but regret there were Americans on board, in spite of warnings. It has been said that the warnings given by Germany show the sinking of the ship to have been premeditated, and therefore worse. I say the warnings showed Germans to be solicitous that Americans be not endangered.
>
> "I do not hold the United States ought now to forbid the sending of war-materials to Britain. I regret that this Government does allow such materials to go there. I go no further. If Germany were able to transport munitions and land them in Germany the United States ought not to refuse her. I agree with Secretary Bryan that such order issued now would be to take sides with contending parties. The time to have forbidden materials to the nations at war was at the beginning of the war. What is now to be done? That we may safely leave to Washington. The Germans trust President Wilson. Whatever he does Germans will respect, even if they do not agree with him. Above all, we must pray God for guidance of all."

A CHURCHLESS TOWNSHIP—Ten miles from New York is a small Jersey town—Carlstadt—which, says *The Continent* (Chicago), is "probably the only officially irreligious town in the United States." Because—

> "The German revolutionists who founded it, disgusted with the State church in Germany, put into the charter a provision that no church should ever be permitted to exist within the original town-limits. That holds to-day, and is defeated in its purpose only because Carlstadt has overgrown its original limits, and has a good deal of suburb. Even yet, however, the community has only two preaching-places—First German Presbyterian Church and an English-speaking Baptist mission.
>
> "German Presbyterians did not wait, however, for the town to outgrow itself before they made a courageous pioneer effort for its evangelization. The Presbytery of Jersey City backed the movement for a church, and an imposing site was chosen close to the corporation border-line. On the same lot the present church stands to-day, now, by the growth of the town, happily brought into the very midst of the community."

MORAL PROBLEM OF THE "WAR-BABY"

A GRAVE MORAL PROBLEM confronts England in the expected arrival of hundreds, if not thousands, of little strangers whose fathers are immortalized in British regard as heroes, yet whose status is not commonly recognized in the British social system. How shall they be treated? Here is a clash between patriotism and morals that has plunged Britain into a turmoil. To ostracize these children and their mothers is condemned by many as not only monstrous but uneconomic when England needs every son and daughter. Yet the stern British conscience can not overlook the omission of clerical or legal sanction. Not long ago Mr. Ronald McNeill, a member of Parliament, informed the London *Morning Post* that all over England, in districts where troops had been quartered, a great number of these arrivals were in prospect—about 2,000 in the region about one camp. Mr. McNeill has since modified the statements originally made, and investigations almost at once started by the Manchester *Guardian* in such training-centers as Southport, Blackpool, Morecambe, and Lancaster failed to confirm his figures. Of course the very delicacy of the question made it difficult to ascertain the real facts, but the social workers interrogated refused to confirm the estimate. Nevertheless the press have been teeming with controversy on the subject of "war-babies," and the moral and legal as well as economic questions that they involve are squarely met. Mr. McNeill pointed out that "the facts open up a prospect which, unhappy under any circumstances, will be nothing short of disastrous unless men of authority in Church and State resolve without delay to prepare for it and to handle it with all the wisdom, courage, and boldness they can command." He adds:



WILL HE ADOPT IT?
—Rollin Kirby in *The World* (New York).

> "It is just such a problem as the British public is prone to hide away, and to say and think as little about as possible. But to ignore or conceal the truth would be moral cowardice of the deepest dye. To allow events to take their own course, without recognizing an imperative public duty toward the young unmarried mothers and their offspring would be a national crime.
>
> "It is not as if we were merely faced with the problem of illegitimacy on an unexampled scale and in an acuter form than ever before. All the circumstances are unprecedented. Sacred as are human life and character at all times, the present wastage of the most vigorous of our manhood sets a stamp of exceptional value on the approaching increment of population. No effort should be spared to secure that these children come

into the world under healthy conditions, and are reared so as to be a credit, both morally and physically, to the country; and it is not less imperative that the mothers, both for the children's sake and their own, should be saved from the degradation which too often follows a single lapse from virtue."

He speaks a further word for the future of the children themselves, who "will form an appreciable proportion of the next generation of Englishmen," and asks:

> "Are they, the offspring of the heroes of the Marne, of Ypres, of Neuve Chapelle, to carry through life the stigma of shame for 'irregular' birth? Are they, who on eugenic principles should be the most virile of our race, to be handicapped from the start by impoverishment, both of physical constitution and of moral character, through the ignorance, prejudice, and injustice of their earliest environment? . . . . . .
>
> "A certain amount of charitable amateur effort is being made to meet the needs of the case by ladies who have become aware of the facts. . . . What is wanted is for the religious leaders of the nation, in the first place, to come forward with an honest and courageous pronouncement that under existing circumstances the mothers of our soldiers' children are to be treated with no scorn or dishonor, and that the infants themselves should receive a loyal and unshamed welcome."

Eugenically, the subject receives vigorous treatment from Dr. Barbara Tchaykovsky in *The Daily News* (London):

> "We are losing heavily on the battle-fields, and we are about to receive an abnormal number of new lives. Shall we, knowing the fact of their arrival into conditions that kill and maim, stand aside like the crew of a German submarine watching the death-struggle of their unfortunate victims? Shall we lift no hand to save those who may fill the gaps in our nation's loss?
>
> "Most babies are born healthy; and if the military doctors have done their duty to the troops under their care, these 'war-babies' should be healthier than illegitimate children in general, just because their fathers have been living with a higher standard of health and hygiene while under military discipline and medical control. Woman's work, then, is clear—to secure to these 'war-mothers,' for the sake of their babies, what Sir George Newman calls the minimum requirements for healthy motherhood, *i.e.*,
>
> "First, relief from heavy labor before and after childbirth.
>
> "Secondly, adequate nourishment for mother, and therefore child.
>
> "Thirdly, intelligent management of infancy.
>
> "Attempts are being made to ascertain the approximate number of prospective 'war-mothers' in order to deal with the emergency on national lines, and to press on the Government for legislation and on local authorities for the immediate establishment of—
>
> "First, lying-in hospitals and midwifery assistance at home.
>
> "Secondly, feeding-centers for expectant and nursing mothers.
>
> "Thirdly, schools for mothers.
>
> "Fourthly, extension of staff of health visitors in the local public-health departments."

A war-chaplain, Rev. C. P. Sanderson, presents the reverse side of the eugenic argument:

> "There is a danger that the next generation of Englishmen will be the children of the most selfish and timid portion of the community, and that they will not derive from their fathers that virility and public spirit without which no nation can remain free and independent. The men best fitted to be fathers are in the trenches or at sea. Those least likely to beget good citizens are here at home. This is an aspect not only of the problem now under discussion, but of the whole present situation, which deserves the most careful attention of our rulers in Church and State."

The Poor Law Guardian is quoted by the London *Times* to the effect that "the number of children born (or to be born) out of wedlock as a result of the conditions suggested will be much smaller than is now imagined." Moreover—

> "It also occurs to this paper that much of the agitation is due to the activity of amateur social reformers who, without previous knowledge or experience of social conditions, come up against those things for the first time.
>
> "There are real dangers in making any serious departure from the *status quo*. Primarily, it is obviously the business of religious folk to tackle the problem. Let them get together and, having agreed upon their scheme, make terms with the State. The State will no doubt foot the bill, treating all alike, and altho it may not be overcurious as to creed or the particular modes adopted in rearing the children, by reasonable supervision it would insure that the arrangements for their physical and mental development proceeded along proper lines, and that each child was given a fair chance in life."

The Daily Chronicle is responsible for the statement that in view of the extremely controversial nature of the subject the Government is not prepared to introduce legislation in regard to illegitimacy at the present juncture. The Bishop of Oxford is quoted as saying:

> "The controversy indicates a very wide-spread laxity of sentiment and feeling with regard to sexual matters. I do not doubt in the least that of the two vices, intemperance and immorality, the latter is working incomparably greater havoc. There is also an extraordinary and almost universal laxity of the sanctity of the marriage vow."

A view that seems to escape those who have the problem to deal with as their own is uttered by the New York *Times:*

> "The State and Church, both in Germany and England, advocated 'war-marriages' to the point just short of requiring them. The marriage ceremony was performed wholesale for nothing. Every girl who had a sweetheart or could get one was desired to marry him and then send him away to the war. The Church in England especially encouraged young women to become war-brides in order thereby to fulfil their duty to the race. But that was only to subordinate and degrade the ideal of marriage to a physical necessity—the necessity in the face of war to propagate the race at an abnormal rate. Neither the State nor popular emotion was interested in the happiness of those marriages. Only the physical consequences were considered. That the effect of such public attitude was bound to relax the conventional restraints of sex morality everybody now can see. And yet the 'war-baby,' not covered by a moral sanction that had to be greatly strained to cover the 'war-bride' and 'war-marriage,' is a scandal. Even those who insist that the State shall adopt it speak of the necessity of forgiving its illegitimacy. 'The strictest justice,' one writes, 'demands for the women complete forgiveness, sympathy, and assistance.'
>
> "A woman who is about to present the State with a 'war-baby,' who in doing so risks her life to protect the race from the adverse eugenic effects of war, might be pardoned for asking by whom she needs to be forgiven and for what? She is in a position, indeed, to raise a most embarrassing issue. A woman can not give her life in battle, as a man does; she has another function, which is to replace life, and she who performs this function out of wedlock may make a greater sacrifice than one who has observed the forms."

MISSIONARY INTERNES IN INDIA—Mingling with the ordinary civilians of a camp of interned Germans in India are some seventy German Protestant missionaries, whose condition is set forth by the Rev. Robert A. Hume in *The Missionary Herald* (Boston):

> "Much is done for the comfort of the internes, who are allowed religious meetings, concerts, and entertainments of many kinds, libraries, and all kinds of sports. Two daily newspapers in English give the prisoners news of the outside world. The chief hardships arise from the fact that the various occupations of the men are, of course, interrupted and that they are separated from their families. In order to minimize this last trial, the American consul in Bombay asked the authorities and asked us missionaries if we could, for limited periods, entertain the wives of such Germans as might be able to afford visits to their husbands. If such privileges were to be made available to all, obviously the visits must be short, so as to enable many to have some part in the privilege. Accordingly, our Ahmednagar missionaries have agreed to entertain four ladies at a time for four days and to receive the nominal sum of sixty-six cents a day from each lady, as a paying guest, to cover absolute expenses. The commandant very courteously allows these wives to spend practically the whole day, from morning till 9.30 in the evening, with their husbands, whether paroled or non-paroled, in a good bungalow in camp for the four days of their visit."

CURRENT - POETRY

MAURICE MAETERLINCK is the only Belgian writer generally known in America. But his compatriot, Emile Verhaeren, was long ago introduced to the discriminating by Arthur Symons's praise, and the work of this brilliant poet is gradually gaining the popularity it deserves.

From the press of the John Lane Company comes a book of Verhaeren's poems, translated into English by Miss Alma Strettell. Verhaeren was in his youth known as a rather savage realist, but the poem which we quote excellently shows the imagination, idealism, and pictorial splendor of his later work.

THE GLORY OF THE HEAVENS

BY EMILE VERHAEREN

(Translated by Alma Strettell)

Shining in dim transparence, the whole of infinity lies
Behind the veil that the finger of radiant winter weaves;
And down on us falls the foliage of stars in glittering sheaves,
From out the depths of the forest, the forest obscure of the skies.

The winged sea with her shadowy floods as of dappled silk
Speeds, 'neath the golden fires, her pale immensity o'er;
And diamond-rayed, the moonlight, shining along the shore,
Bathes the brow of the headlands in radiance as soft as milk.

Yonder there flow, untwining and twining their loops anew,
The mighty, silvery rivers, through the translucent night;
And a glint as of wondrous acids sparkles with magic light
In the cup that the lake outstretches toward the mountains blue.

Everywhere light seems breaking forth into flower and star,
Whether on shore in stillness, or wavering on the deep.
The islands are nests where silence inviolate doth sleep;
An ardent nimbus hovers o'er yon horizons far.

See, from Nadir to Zenith one aureole doth reach!
Of yore the souls exalted by faith's high mysteries
Saw, in the domination of those star-clouded skies,
Jehovah's hand resplendent and heard His silent speech.

But now the eyes that scan them no longer may there aspire
To see some god self-banished—not so, but the intricate
Tangle of marvelous problems, the messengers that wait
On Measureless Force, and veil her, there on her couch of fire.

O caldrons of life, where matter, adown the eternal day,
Pours herself fruitful, seething through paths of scattering flame!
O flux of worlds and reflux to other worlds the same!
Unending oscillation betwixt never and for ay!

Tumults consumed in whirlpools of speed and sound and light—
Violence we naught may reck of!—and yet there falls from thence
The vast, unbroken silence, mysterious and intense,
That makes the peace, the calmness, and beauty of the night!

O spheres of flame and golden, always more far and high;
Abyss to abyss still floating, onward from shade to shade!
So far, so high, all reck'ning the wisdom of man has made,
Before those giddy numbers must shrink in his hands and die!

Shining in dim transparence, the whole of infinity lies
Behind the veils that the finger of radiant winter weaves;
And down on us falls the foliage of stars in glittering sheaves,
From out the depths of the forest, the forest obscure of the skies.

Of the many war-poems which have appeared during the past few weeks one (from "The Winnowing Fan," Houghton Mifflin Company) is a stirring presentation of the mighty spiritual awakening to come to the world from the great tragedy of the war. The lines move with appropriate stateliness.

STRANGE FRUIT

BY LAURENCE BINYON

This year the grain is heavy-ripe;
The apple shows a ruddier stripe;
Never berries so profuse
Blackened with so sweet a juice
On brambly hedges, summer-dyed.
The yellow leaves begin to glide;
But Earth in careless lapful treasures
Pledge of over-brimming measures,
As if some rich unwonted zest
Stirred prodigal within her breast.
And now, while plenty's left uncared,
The fruit unplucked, the sickle spared,
Where men go forth to waste and spill,
Toiling to burn, destroy, and kill,
Lo, also side by side with these
Beast-hungers, ravening miseries,
The heart of man has brought to birth
Splendors richer than his earth.
Now in the thunder-hour of fate
Each one is kinder to his mate;
The surly smile; the hard forbear;
There's help and hope for all to share;
And sudden visions of good-will
Transcending all the scope of ill
Like a glory of rare weather
Link us in common light together,
A clearness of the cleansing sun,
Where none's alone and all are one;
And touching each a priceless pain
We find our own true hearts again.
No more the easy masks deceive:
We give, we dare, and we believe.

A second poem (from the London *Spectator*) is the work of a poet whose delicate, whimsical studies of Irish life have frequently appeared in these columns. The poem is a beautifully wrought tribute to those men of peace who share the dangers, but too seldom the laurels, of the men of war.

CHAPLAIN TO THE FORCES

BY W. M. LETTS

["I have once more to remark upon the devotion to duty, courage, and contempt of danger which has characterized the work of the Chaplains of the Army throughout this campaign."—*Sir John French, in the Neuve Chapelle dispatch.*]

Ambassador of Christ you go
Up to the very gates of Hell,
Through fog of powder, storm of shell,
To speak your Master's message: "Lo,
The Prince of Peace is with you still,
His peace be with you, His good-will."

It is not small, your priesthood's price,
To be a man and yet stand by,
To hold your life while others die,
To bless, not share the sacrifice,
To watch the strife and take no part—
You with the fire at your heart.

But yours, for our great Captain Christ
To know the sweat of agony,
The darkness of Gethsemane,
In anguish for these souls unpriced.
Vicegerent of God's pity you,
A sword must pierce your own soul through.

In the pale gleam of new-born day,
Apart in some tree-shadowed place,
Your altar but a packing-case,
Rude as the shed where Mary lay,
Your sanctuary the rain-drenched sod,
You bring the kneeling soldier God.

As sentinel you guard the gate
'Twixt life and death, and unto death
Speed the brave soul whose failing breath
Shudders not at the grip of Fate,
But answers, gallant to the end,
"Christ is the Word—and I his friend."

Then God go with you, priest of God,
For all is well and shall be well.
What tho you tread the roads of Hell,
Your Captain these same ways has trod.
Above the anguish and the loss
Still floats the ensign of His Cross.

Can a poetic formula ever be outworn? Not if the formula be renewed by the magic of genuine art. Here, for example, is a theme as old as poetry itself. Yet Miss Nicholl's poem has a charm lacking in the most novel Imagiste experiment in rhythmics. *The Forum* prints these simple and picturesque stanzas:

SANDS MacCREE

BY LOUISE TOWNSEND NICHOLL

As I came down from Scotland,
I rode along the sea;
I left my home in Scotland,
Which was all the world to me.

I left it when the heather
Smoldered purple on the moor;
When the heather's flaming fingers clutched
The tawny, close-clad moor.

And as I came along the sea,
I looked for a sight of Sands MacCree,
The little crescent fishing-town
That's neighbor to the sea—
For it seemed to me that Scotland ended there.

The sea stretched out its blue and green
To where the farthest boats were seen
Sent out from Sands MacCree.

The yellow sands were strewn with nets
A-drying from the sea.
The red roofs made a crescent
In the cove of Sands MacCree.

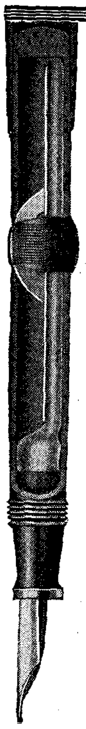
The wheat-fields came into my sight.
They shut away the sea.
It seemed the last of Scotland there
In the cove of Sands MacCree.

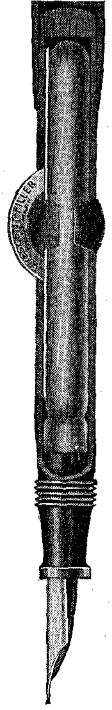
The English fields were trim and neat,
And everywhere, and everywhere, were poppies in the wheat.
The wheat-fields were as golden as the beach of Sands MacCree,
And the poppies were far redder than its roofs.

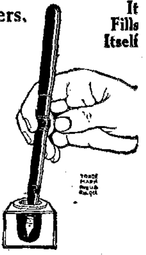
But the wheat-fields, all so golden glad,
Had shut away my sea,
And my home, which is in Scotland,
Was shut away from me.

The wheat-fields and the poppies
Have shut away the sea,
And have taken all the gold and red
From the cove of Sands MacCree.

I left it when the heather
Smoldered purple on the moor;
When the heather's flaming fingers clutched
The tawny, close-clad moor.







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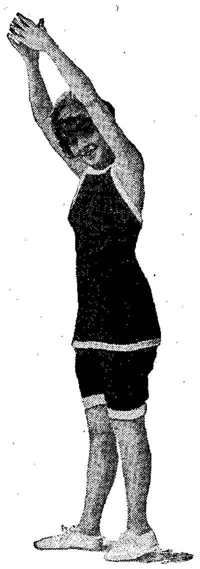
PERSONAL GLIMPSES

"TORPEDOED!"

IT IS with a sense of surprize that one looks over the survivors' stories of the sinking of the *Lusitania*. In this catastrophe, which was in many ways more tremendous and spectacular than the sinking of the *Titanic*, we naturally expect awe-inspiring statements of the last moments of the vessel's existence. On the contrary, in nearly every survivor's story occurs the phrase, or one similar: "There was not so much excitement as you would think, when the ship was going down."

But after all, it is not strange. Imagine yourself, after five days of safety and security on this most comfortable of ocean boats, with many new-made friends aboard, at last within sight of land. If ever you can be tranquil on the sea, this is the time. The ship is steadily steaming along, the day is gradually clearing from disquieting fog to reassuring sunlight and blue sky. You have just finished luncheon, and come up on deck to stroll casually about, with your bonbons or your cigar. You meet your new acquaintances, and the thought of the approaching parting leads naturally to quiet converse. Despite the fact that you are approaching a world at war, you yourself, for the moment, feel wholly at peace with the world. Such was the frame of mind, we may suppose, of practically everybody aboard the *Lusitania* at 2 P.M. on that 7th of May. Fifteen minutes later—the cigar you had lighted had not yet been thrown away—the torpedo struck. Fifteen minutes more and only a strewage of struggling life and tossing débris on the uneasy surface of the ocean marked the scene of a great calamity. Man can not realize so much in so short a space of time. His senses are not attuned to take in so great a catastrophe without preparation. His mind is stunned temporarily, and, when it revives, memory is confused and largely colored by imagination. It is, therefore, extraordinary that all the stories of the wreck tally as well as they do. Among others, the New York *Tribune* prints the story of Robert Rankin, of Washington, one of those who really saw the boat struck. He says:

> There was a heavy fog early on Friday morning. I was awakened about seven o'clock by the blowing of the siren. The passengers all commented on it and said it was likely to attract a submarine if there were any in the neighborhood.
>
> About noon the ship turned northward from the course she had been holding, making a huge semicircle and heeling well over to port. We had no information why this was done, but at the time we wondered if news of a submarine had been received.
>
> I was on deck on the starboard side aft about 2 P.M., talking with Mr. Bloomfield, of New York, and Mr. Deerberg, of London, when we saw what looked like a whale



Youth's Springtime

—can be maintained well beyond the forties if one preserves the elasticity and bounce of health by proper living.

The secret is simple—food plays a big part.

Without question the condition of early "old age"—indicated by lack of physical and mental vigor—is often caused by a deficiency of some of the vital elements in the daily food—usually the mineral elements.

These elements—potassium, iron, calcium, phosphorus, etc.,—abound plentifully in nature's food grains, but modern cookery denies them both as to quantity and right proportions for building and maintaining well-balanced bodies and brains.

Recognizing the need for "complete" nourishment, an expert, some eighteen years ago, perfected a food containing all the rich nutriment of wheat and barley, including full-quantity, well-balanced mineral values, in true organic form.

That food is

Grape-Nuts

—sold by grocers everywhere.

This famous ready-to-eat food has won remarkable favor, and its success is based wholly upon long-continued use by thousands of thinking people.

One can ward off premature old age and retain youthfulness by right living.

"There's a Reason" for Grape-Nuts

or a porpoise rising about three-quarters of a mile to starboard. We all knew what it was, but no one named it.

Immediately a white line, a train of bubbles, started away from the black object. No one spoke until it was about sixty yards away from the submarine, then Deerberg said, "It looks like a torpedo." Bloomfield said, "My God! it is a torpedo!"

It came straight for the ship. It was obvious it couldn't miss. It was aimed ahead of her and struck under the bridge. I saw it disappear. Practically I saw it strike, but as it disappeared we all hoped for the fraction of a second it would not explode.

But the explosion came clear up through the upper deck, and pieces of the wreckage fell clean aft of where we were standing. We ducked into the smoking-room for a few seconds for shelter from the flying débris.

There was no second torpedo, but the boilers exploded immediately. The passengers all rushed at once to the high side of the deck—the port side. There was such a list to starboard that all boats on the port side swung right back inboard and could not be launched. Passengers who got down to starboard did the work of launching there.

The first boat dropt clear of the ship with no one in it. One man jumped from the deck and the boat drifted away with that one man in it. Several other boats followed, and most of the people on that side got in them.

So quickly did the ship sink that it was impossible to get life-preservers from the lower-deck cabins, and therefore many were forced to leap into the sea without them. When the top deck was within a very few feet of the water, Mr. Rankin jumped, with the others. When the first excitement was over, he became immediately conscious of the extreme coldness of the water. To many of the more delicately constituted this shock was sufficient to extinguish life, or at least so to benumb them as to render them helpless and make it impossible for them to be rescued in the near-by small boats, even when life-preservers kept them afloat. Mr. Rankin was more fortunate, however, for, as he tells us,

After I had swum about eight or ten strokes a boat came by with twenty-five or thirty persons in it. A Welsh steward, one of the bravest men on the whole ship, was standing on the gunwale, and he dragged me in. In the same way he helped about thirty others. With our rudder gone we drifted out to sea, steering only with an oar. We were packed so closely that we could not use our oars to any effect. We drifted until 3.30, when we were picked up by a pilot-boat, I think the *U-9*.

The pilot-boat gave us tea, and as we had three babies and eight or ten women they prepared hot milk for the babies. A steamer signaled us and picked us up and brought us to Queenstown.

Returning to the story of the scenes on the doomed liner, he says:

Every one was frightened, but there was no panic. The second-class passengers swarmed over on to the first-cabin deck,

Alive with
POWER

MORE and more, motorists are coming to demand the exhilaration of driving a car, which, day after day, is fairly "tugging" with power.

And they are fast learning that power is more than a matter of correct mechanical adjustment.

If the fuel charge escapes down past the piston rings during the compression stroke, power plainly goes to waste. If, on the power stroke, the force of the expanding gases escapes past the piston rings, power again goes to waste.

Piston clearances vary in different types of motor. You cannot secure full power unless you maintain a proper piston seal. This demands an oil whose body is suited to the piston clearance in *your* motor.

Again:

The average motor has some 1500 parts—most of them moving. Different types of lubricating systems are used to carry oil to these parts.

Unless the oil you use is adapted to the feed system of your motor, incomplete lubrication of some parts must result. Friction follows. Power suffers.

So a very important demand of full power is high-quality oil *of correct body for your motor.*

At the right is shown our chart of Automobile Recommendations which for years has been the motorist's standard guide to scientific lubrication. Here you will find listed the correct oil for *your* car.

If your car is not listed, a complete Chart will be sent on request.

After you have cleaned out your motor and filled the crank case with the grade of Gargoyle Mobiloils specified for your car, you will discover what full power means.

You will *feel* this power the moment you open the throttle.

Try it on a familiar hill.

If power is what you want, you should stop guessing about your lubricating oil and act on the scientific advice furnished in the Chart on this page.

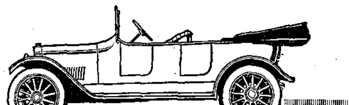
GARGOYLE
Mobiloils
A grade for each type of motor

In buying Gargoyle Mobiloils from your dealer, it is safest to purchase in original packages. Look for the red Gargoyle on the container. For information, kindly address any inquiry to our nearest office.

The four grades of Gargoyle Mobiloils, for gasoline motor lubrication, purified to remove free carbon, are:

Gargoyle Mobiloil "A"
Gargoyle Mobiloil "B"
Gargoyle Mobiloil "E"
Gargoyle Mobiloil "Arctic"

For Electric Vehicles use Gargoyle Mobiloil "A" for motor and enclosed chains. For open chains and differential use Gargoyle Mobiloil "C."



Correct Lubrication

Explanation: In the Chart below, the letter opposite the car indicates the grade of Gargoyle Mobiloils that should be used. For example, "A" means Gargoyle Mobiloil "A". "Arc" means Gargoyle Mobiloil "Arctic". The recommendations cover all models of both pleasure and commercial vehicles unless otherwise noted.

MODEL OF	1911		1912		1913		1914		1915	
CARS	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Abbott Detroit	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.	....	....
Alco	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....	....	....
American	A	Arc.	A	Arc.	A	Arc.	A	Arc.	....	....
Apperson	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Auburn (4 cyl)	A	A	A	A	A	A	A	A	A	Arc.
" (6 cyl)	....	....	....	....	....	....	Arc.	Arc.	Arc.	Arc.
Autocar (2 cyl.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (4 cyl.)	A	Arc.	A	Arc.	....	....	....	....	....	....
Avery	A	E	A	A	A	A	A	A	A	A
" (Model C) 1 Ton	....	....	....	....	....	....	Arc.	Arc.	Arc.	Arc.
Buick	A	Arc.	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
Cadillac	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....
" (8 cyl)	....	....	....	....	....	....	....	....	Arc.	Arc.
Cartercar	A	E	A	E	A	E	Arc.	Arc.	Arc.	Arc.
" Com'l	A	Arc.	A	Arc.	A	Arc.	....	....	....	....
Case	A	A	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Chalmers	A	Arc.	Arc.	Arc.	Arc.	Arc.	A	A	Arc.	Arc.
Chandler	....	....	....	....	....	....	Arc.	Arc.	Arc.	Arc.
Chase (air)	B	B	B	B	B	B	B	B	B	B
" (water)	....	....	....	....	....	....	Arc.	Arc.	Arc.	Arc.
Chesterfield six	....	....	....	....	....	....	....	....	A	Arc.
Chevrolet	....	....	....	....	A	A	A	Arc.	Arc.	Arc.
Cole	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Cunningham	A	A	A	A	A	A	Arc.	Arc.	Arc.	Arc.
Delaunay-Belleville	B	A	B	A	B	A	B	A	....	....
Detroiter	....	....	A	Arc.	A	Arc.	A	A	A	Arc.
" (8 cyl)	....	....	....	....	....	....	....	....	Arc.	Arc.
Dodge	....	....	....	....	....	....	....	....	E	E
E. M. F.	Arc.	Arc.	Arc.	Arc.	....	....	....	....	....	....
Empire	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Fiat	B	A	A	A	B	A	B	A	B	A
Flanders	E	E	Arc.	Arc.	....	....	....	....	....	....
" (6 cyl.)	....	....	....	....	Arc.	Arc	....	....	....	....
Ford	E	E	E	E	E	E	E	E	E	E
Franklin	A	Arc.	A	Arc.	A	Arc.	A	A	A	A
" *Com'l*	B	A	A	Arc.	A	Arc.	....	....	....	....
Garford	A	E	Arc.	Arc.	Arc.	Arc.	....	....	....	....
" Com'l	A	Arc.	Arc.	Arc.	Arc.	Arc.	A	A	....	....
Grant	....	....	....	....	....	....	Arc.	Arc.	Arc.	Arc.
Havers	A	Arc.	A	Arc.	A	Arc.	A	A	....	....
" (Model 6-60)	....	....	....	....	....	....	Arc.	Arc.	....	....
Haynes	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Hudson	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Hupmobile	....	....	....	....	A	Arc.	A	Arc.	A	Arc.
" (Model 20)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....	....	....
I. H. C. (air)	....	....	....	....	B	A	B	A	B	A
" (water)	....	....	....	....	A	A	A	A	A	A
International	B	B	B	A	....	....	....	....	....	....
Interstate	A	Arc.	A	Arc.	A	Arc.	....	....	....	....
Jackson	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Jeffery	....	....	....	....	....	....	A	A	A	Arc.
Kelly Springfield	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	A	A	A
King	A	E	A	E	A	E	A	A	A	Arc.
" (8 cyl)	....	....	....	....	....	....	....	....	Arc.	Arc.
Kissel Kar	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" " Com'l	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.	A	Arc.
" " (Model 48)	....	....	....	....	....	....	A	A	A	A
Kline Kar	Arc.	Arc.	Arc.	Arc.	Arc.	Arc	A	Arc.	A	Arc.
Knox	B	A	B	A	B	A	B	A	B	A
Krit	A	A	A	A	A	A	A	A	A	Arc.
Lippard Stewart	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Locomobile	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	E	E	E	E
Lozier	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.	....	....
Lyons Knight	....	....	....	....	....	....	A	A	B	A
Mack	A	E	E	E	E	E	A	E	A	E
" (Model S)	....	....	....	....	A	A	A	A	A	A
Marion	A	E	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Marmon	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Maxwell	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Mercer	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (22–70 Series)	....	....	....	....	....	....	....	....	Arc.	Arc.
Metz	B	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Mitchell	A	Arc.	A	Arc.	A	Arc.	A	Arc	A	Arc.
Moline	A	Arc.	A	Arc.	A	Arc.	....	....	....	....
" Knight	....	....	....	....	....	....	A	A	A	A
Moon (4 cyl.)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.	Arc.	Arc.
" (6 cyl.)	....	....	....	....	....	....	Arc.	Arc.	Arc.	Arc.
National	A	A	A	A	A	A	A	A	A	Arc.
Oakland	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Oldsmobile	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Overland	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Packard	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.	A	Arc.
Paige	A	Arc.	A	E	A	E	A	A	A	Arc.
" (6 cyl)	....	....	....	....	....	....	....	....	Arc.	Arc.
Pathfinder	....	....	....	....	A	Arc.	Arc.	Arc.	Arc.	Arc.
Peerless	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Pierce Arrow	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" " Com'l	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Pope Hartford	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....
Premier	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Rambler	A	Arc.	Arc.	Arc.	Arc.	Arc.	....	....	....	....
Regal	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Renault	A	Arc.	A	Arc.	A	Arc.	A	Arc.	....	....
Reo	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
S. G. V.	B	Arc.	B	Arc.	B	Arc.	A	Arc.	A	Arc.
Saurer	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Saxon	....	....	....	....	....	....	E	E	E	E
Selden	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Simplex	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Speedwell	A	Arc.	A	Arc.	Arc.	Arc	Arc	Arc.	Arc.	Arc.
" Mead	....	....	....	....	A	Arc.	B	A	B	A
Stearns	A	Arc	A	Arc.	....	....	....	....	....	....
" Knight	....	....	A	A	A	A	B	A	B	A
" " (Light 4)	....	....	....	....	....	....	....	....	A	Arc.
Stevens Duryea	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Stoddard-Dayton	A	A	A	A	A	A	....	....	....	....
" " Knight	....	....	A	A	A	A	....	....	....	....
Studebaker	A	Arc.	Arc.	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
Stutz	....	....	Arc.	Arc.	Arc.	Arc.	A	A	A	A
Velie (4 cyl.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (6 cyl.)	....	....	....	....	....	....	Arc.	Arc.	Arc.	Arc.
Walter	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	A
White	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Willys Knight	....	....	....	....	....	....	A	A	B	A
" Utility	....	....	....	....	....	....	A	Arc.	Arc.	Arc.
Winton	Arc.	Arc.	Arc.	Arc.	Arc.	Arc	Arc.	Arc.	Arc.	Arc.

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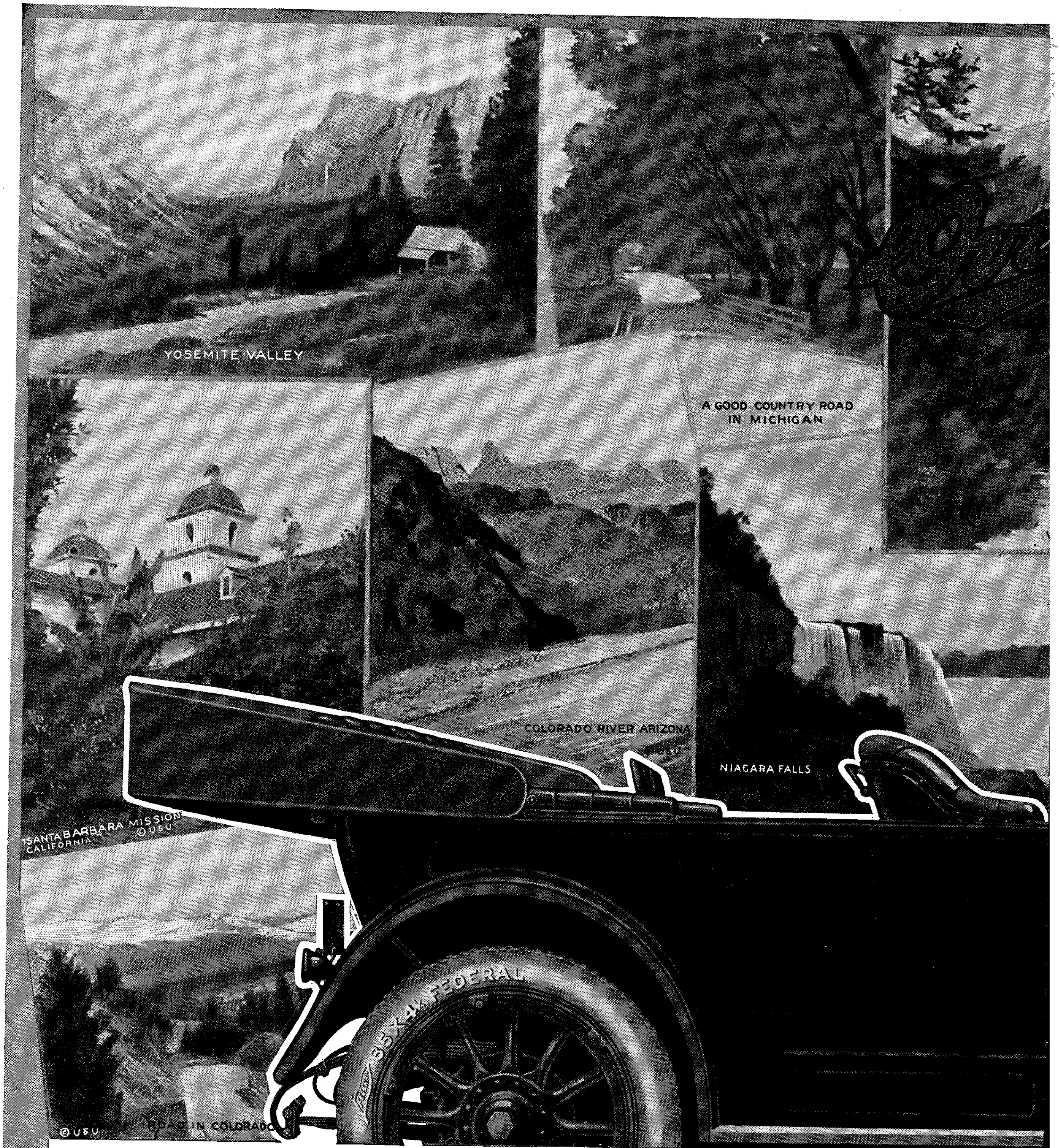
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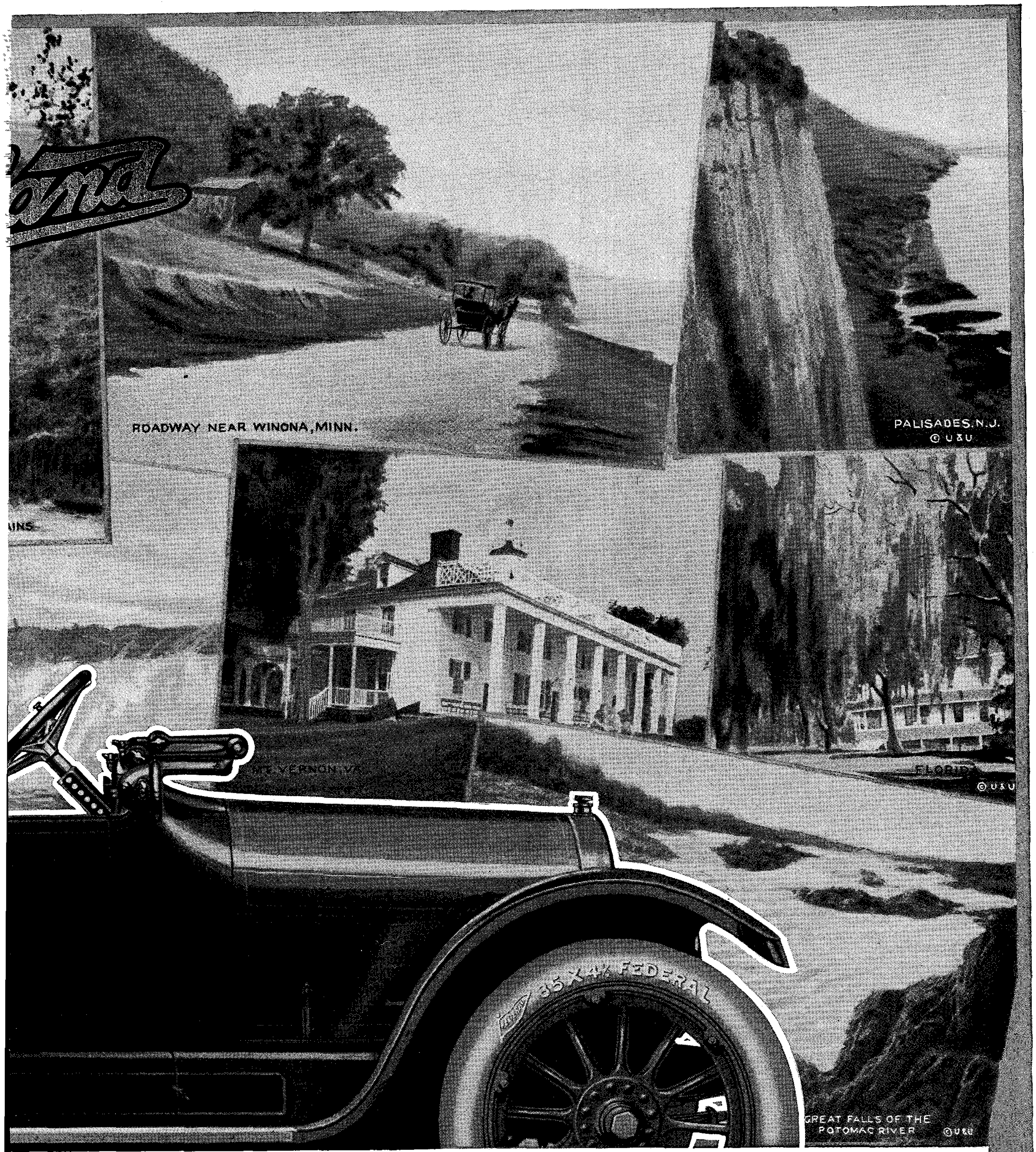
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tires, 35 x 4½ inches, se of 125 inches, and springs insure riding all conditions.

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Then there is the high tension magneto ignition. This means dependability at all times.

Another decided advantage is the convenient electric control buttons on the steering column.

Anyone in the family can drive this Six.

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High tension magneto
Demountable rims
One extra rim
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Other Models—$795 to $1600. All prices f. o. b. Toledo

and that helped to make the lack of life-preservers. The *Lusitania* listed to starboard and settled down on that side, also by the head, and as I went over the side and was dragged into a small boat it looked as tho its smokestack was going to hit us. But then the ship straightened up and rolled back to port and sank rapidly, bow first.

There was no suction. One boat full of people on each side was overturned. Another was swamped, and the davits caught one.

I think so much life was lost because the people rushed to the high side and seemed afraid to come down and jump into the water, where they might have been picked up. The officers were all cool and each one was at quarters. The stewards showed the greatest bravery, and one of them took in at least eight men and two women.

Another survivor corroborates Mr. Rankin in saying that there was no panic. He heard Captain Turner's last order, "Hard aport!" He, too, was pulled into the whirlpool of the sinking vessel, but felt no suction and had little difficulty in regaining the surface. He declares that the men all waited till there were no women in sight before they went into the boats, and that there was a regular chorus of "Women first! Women first!" A St. Louis man happens to recall the exact incidents of his own experience just at the time of the first shock. In his own words:

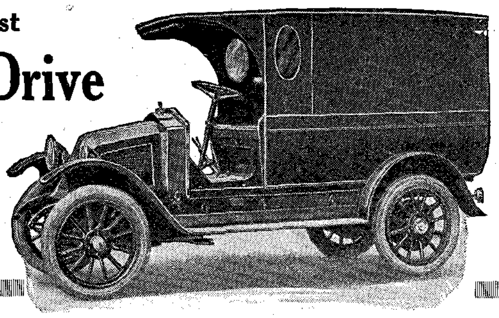
I was in the smoking-room. We had been playing poker ever since the trip began, and some one had just ordered a round of beer. As we started to drink, one of the fellows said, "What would you do if a torpedo hit us?" I said, "I am unmarried, and I'd finish my beer."

Just then the torpedo struck and the others bolted, but I finished the beer and went over to the bar and called for another bottle and said to the bartender, "Let's die game, anyway." But he said, "You go to hell," and bolted, leaving me all alone with the bar. I had another drink, and just as I was finishing it the boat turned over. Something hit me, and I don't know how I got out. When I woke up I was being hauled into a small boat.

A curious story is told by another man, who had already faced death at the front. He is F. M. Lassetter, a Scotch officer, home on invalid leave. He says, according to the New York *Press:*

Mother and I went down together. We came up together, and the only floating thing we saw was the saloon grand piano floating with its legs up. I hoisted mother aboard and then scrambled up myself. The piano proved to be a most seaworthy craft and supported us until a trawler picked us up.

There have been few stories told by the women on board. Too few lived to tell the tale, and among the rest many were too stricken, at the time of the disaster and afterward, either to note what happened about them, or to tell of it. But the New York *American* furnishes one version, given by Mrs. Henry Adams, wife of a London merchant whose life was lost.



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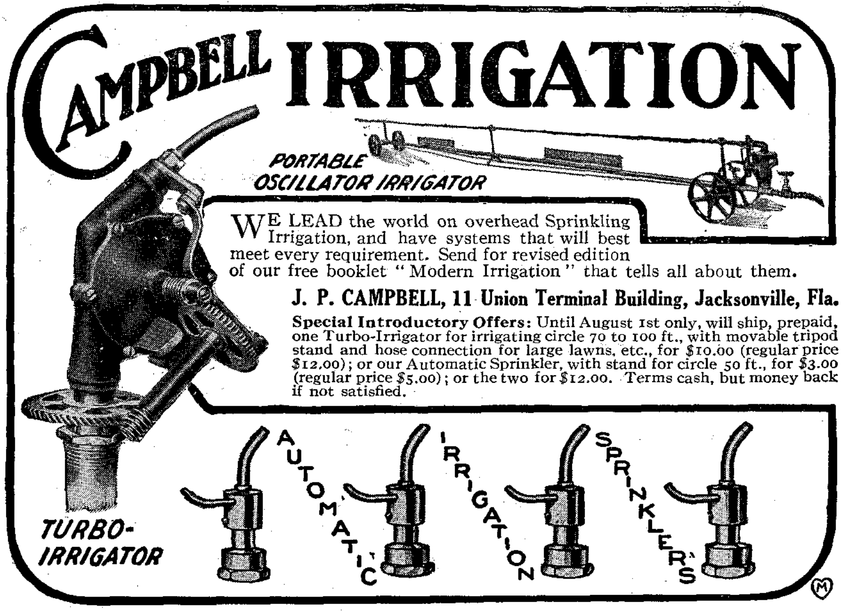

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WE LEAD the world on overhead Sprinkling Irrigation, and have systems that will best meet every requirement. Send for revised edition of our free booklet "Modern Irrigation" that tells all about them.

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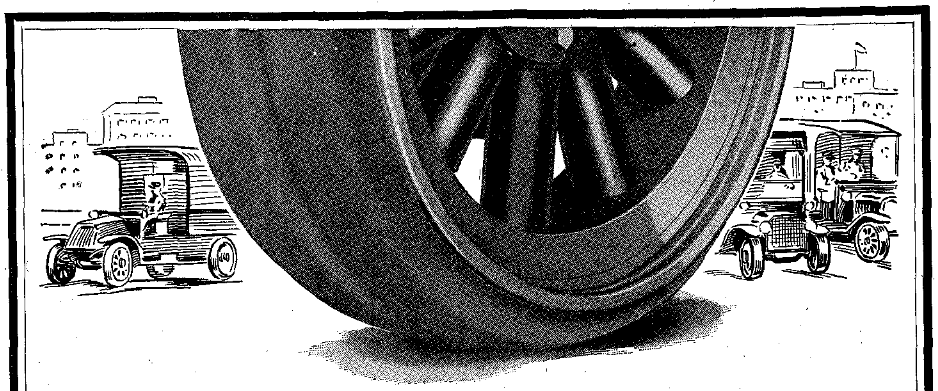
Special Introductory Offers: Until August 1st only, will ship, prepaid, one Turbo-Irrigator for irrigating circle 70 to 100 ft., with movable tripod stand and hose connection for large lawns, etc., for $10.00 (regular price $12.00); or our Automatic Sprinkler, with stand for circle 50 ft., for $3.00 (regular price $5.00); or the two for $12.00. Terms cash, but money back if not satisfied.

Mr. and Mrs. Adams were in the writing-room when the shock came, and her husband was absolutely sure that the vessel could not sink. However,

> We went down to the stateroom, got our life-belts and ran back to the top deck, preservers in hand. The ship was listing so that it was very difficult to walk. On two occasions while ascending the stairs my husband was struck and knocked down. On deck he wanted to stand and listen, but I kept in the lead and helped him climb the sloping deck and reach the rail on the higher side.
>
> Here we saw a boat ready to be lowered. Some one shouted, "Women first," but I refused to get in, insisting on staying with my husband. He seemed dazed and almost unconscious. I put a life-preserver on him and then put on my own.
>
> In the meantime the captain had ordered the boats not to be lowered. A bo'sun, standing beside me on deck, said, "We're resting on the bottom. We can not sink." This statement calmed most of those about us.
>
> My husband sat down on a collapsible boat. He seemed unable to stand. There we remained for several minutes, holding on to the rail in order to keep from sliding down the inclined deck. Suddenly I saw a great wave come over the bow, and instantly my husband and all of us were engulfed.
>
> As the ship sank I found I was being carried down under a life-boat.
>
> It got pitch black. Then, suddenly, it became lighter. The dark blue turned to light blue, and then I was in the sunshine—afloat, tho I could not swim. Finally, I caught hold of a piece of wood and held on.
>
> After a time a raft carrying twenty men and one woman floated by. I begged the men to help me aboard, but they did not want to, and it was only when the woman upbraided them that one of the men dragged me on the raft.
>
> There was something wrong with the raft, as it kept capsizing time and time again. Each time it was less buoyant, and almost every time it overturned one or more of the poor wretches would disappear. Finally, the other woman went down.
>
> I made use of my gymnastic knowledge, and as the raft turned I crawled hand over hand, always managing to stay on it. Finally, only six of us were left and then the raft sank from under us and we were left alone in the water. Altogether, it was three hours and a half before a torpedo-boat came. I saw it in the distance, but was so exhausted and numb with the cold by then that I lost consciousness and knew no more until I recovered aboard the torpedo-boat.

Ogden H. Hammond, of New York, succeeded in getting into a boat with his wife, and was apparently sure of a chance of escape. There were some thirty people in the boat, as it swung above the water. But, as *The Tribune* quotes him,

> The man at the bow let the rope slip through his hands, while the man at the stern paid it out too slowly. The situation was terrible. We were dropping perpendicularly when I caught the rope and tried to stop the boat from falling. My hands were torn to shreds, but the



Truck Tires Free

Unless the 1915 Goodyear S-V Outwears Any Other

Here is an offer which Truck users cannot afford to neglect. It will settle for you, without any risk, the entire Truck Tire question.

For three months—April, May and June—this amazing warrant goes with every S-V Truck Tire put on under these conditions:

Every Penny Back

Equip opposite wheels, at the same time, one with a Goodyear S-V, one with any other standard make tire of like rated size, bought in the open market. If the Goodyear S-V fails to cost less per mile than the other, we will return you its full purchase price, making the S-V free.

Mark that—no partial rebate, no mileage adjustment, no replacement. The tire that fails is *free*. Get this guarantee in writing when you buy the tires.

Never Such a Warrant

Never before has such a warrant been given on any class of tire. If widely accepted, it means with us a million-dollar stake. It is given without reservation against any tire in the field. It covers accidents as well as wear.

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We have worked for eight years on this Truck Tire problem. We built 29 types before arriving at this one. We built 74 models of this S-V type before we attained this perfection.

We give you in it, as compared with others, 20 per cent more available tread rubber. The shape ends bulging, breaking or excessive grind. The compound minimizes friction.

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AKRON, OHIO
S-V Truck Tires

The tire can't creep, as we press it on at a minimum of 50,000 pounds. It can't separate, for the tread, the backing and the rim are welded into lasting union.

Go to a Goodyear Distributor or ask our local branch where you can get this warrant on the latest S-V tire. Accept it while the offer lasts.

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We Make Demountable, Block, Cushion, Pneumatic and Other Types of Truck Tires
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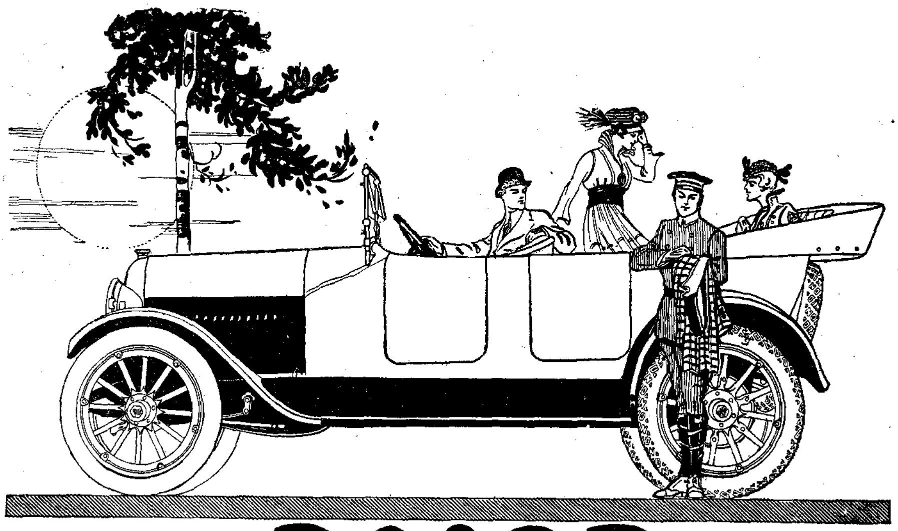

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REAL economy in motor cars is vastly more than a mere matter of tire mileage and low gasoline consumption.

Practically any car of light, "flimsy" construction will make a creditable showing as far as its tires and carburetion are concerned. But *Repair Bills* and *Depreciation* may tell quite a different story. And these—after all is said and done—are the items of upkeep which stamp your car as an Economy or an extravagant Luxury.

If you have seen the new Paige Six "46," you can readily understand why the item of Depreciation on this car is bound to be a small one. This car is one year ahead of the field. It is refreshingly new in lines, design and equipment. It belongs to no "school" for it is rapidly establishing a school of its own—*the School of 1916.*

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The FAIRFIELD SIX-"46"
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SEALS PUNCTURES PERMANENTLY

Without sand-paper, gasoline wash or cement. Holds in hot weather when patching and vulcanizing fail. Outfit consists of wire spreader, screw rubber cutter, pliers and 8 Pat. Collapsible Plugs. (Guaranteed impossible to leak, and to double life of inner tubes.) In folding leather case to fit pocket, complete, $3.00 prepaid, and price refunded on demand. Booklet free. *Agents wanted.*

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Live Representatives Wanted

boat fell and all in it were thrown into the water—a dense, struggling mass.

I went down and down and down, with thirty people on top of me. I thought we never would come back to the surface. I must have been partly unconscious then, for I can only remember getting almost to the surface and then sinking back, and doing this three or four times. Finally, I was hauled into some boat, but no one else from the boat that fell was ever seen again.

One Londoner had the rare experience of being a little outside of the mass of the passengers during the sinking, and so gained a slightly different impression of the whole affair. He, too, saw the submarine periscope and the speeding torpedo. A woman rushed up to him crying: "There's a torpedo coming!" but her words were hardly uttered before the shock came. Tons of débris were blown up through the decks—a fireman who miraculously escaped declares that the two huge boilers he tended were prest flat, like paper cylinders—and the ship listed at once heavily to starboard. Perhaps because he had been a seafaring man, and so foresaw by intuition the probable course of events, this passenger, Oliver P. Barnard, did not join the rush to the staterooms, but mounted instead to the flying-deck and stood between the funnels. He describes the happenings of the next few minutes:

I could see them making an awful mess of getting the boats out. They were cutting and hacking at them. The first boat floated away empty. The next three were smashed. The Marconi main room was put out of commission by the first torpedo; then the wireless operator rushed to the emergency room, and just as he got the first reply to the "S O S" the whole apparatus went out of action.

The first torpedo hit amidship by the grand entrance to the saloon and rear of the bridge. A Marconi man rushed to me and offered me a chair, and said I had better take that, as it might be useful and better than nothing.

When the *Lusitania* listed still more I slid off the flying-deck on to the boat-deck, and from there fell into a boat lying alongside.

As I got into the boat she was swept almost away by one of the funnels falling across her, and we only managed to push clear. I saw a minister's wife sucked right down one of the funnels and shot out again, looking like a piece of burned coal. We managed to save her.

I rowed for some time with a woman between my knees before discovering that she was dead.

There was no great excitement, in the real sense of the word. Most of the women tried hard to keep cool, and, except for occasional screams of "Where is my husband?" "Where is my child?" they acted bravely. I noticed more people going below than coming on deck after the explosion.

The last person I spoke to before the vessel went down was Mrs. Mason, the young American daughter of William Lindsay, a manufacturer of Boston, who was on her honeymoon. She was asking for her husband.

Alfred Vanderbilt I saw standing outside the grand entrance of the saloon, looking quite happy and perfectly composed. He was holding a jewel-case for a lady, for whom he was apparently waiting.

I did not see Charles Frohman until I saw his body in a mortuary. His was the most peaceful face among all those I saw there.

Elbert Hubbard and his wife, I believe, went down in their cabin.

About the last thing I saw happen on the boat was the chief Marconi operator taking a photograph when the vessel was listed to 45 degrees, but the pictures were spoiled by the water. We rowed around for three and a half hours before we were picked up.

The first two boats from the port side were manned principally by officers. The slow speed gave the Germans an absolutely pointblank shot. They couldn't miss. Only God's fair weather and daylight brought us ashore.

A CHINESE ROBIN HOOD

THE whimsical outlaw of Sherwood Forest might have difficulty in recognizing his Chinese counterpart, and yet they have much in common. The philosophy of each is that, since the rich rob the poor, the poor must rob the rich. Neither, if the English Robin be correctly pictured in legend, is without his sense of honor, and both are of a kindly and generous disposition. But Robin Hood is gone and leads his band on Lincoln Green no more, whereas the Chinese gentleman-outlaw exists and thrives at the present time. In a pamphlet issued by the Christian College of Canton, China, this amiable brigand is described, and we are told how he comes into existence:

> China is a country of few industries, or, rather, certain parts of her territory are given over entirely to but one industry, so that if a stoppage occurs there is no resource for those who are dependent on that industry. Then, too, the supply of cultivable fields is limited. This land is owned to a great extent by men who never go near it. For the most part they have their homes in the cities and lease the fields to farmers, receiving a fixt annual rental regardless of whether or not that amount is realized by the man who works the land. Now it frequently happens that, owing to floods, drought, or other causes, the income from the crops is not enough to pay the rental. As the farmer is not willing to surrender his lease, he must resort to other measures for his living. In other words, he becomes a Robin Hood. He organizes his men and decides on a course of action that will replenish his purse. The band agree to certain rules and regulations. They so live until they have collected enough to pay off their indebtedness and return to the peaceful life of the farmer; only, however, to repeat the performance when necessity demands. These robber bands seldom harm a person. All they want is money to ease up the situation of living, and are not at all the bloodthirsty bandits occasionally depicted in the newspapers.

The favorite game practised by these bands of informal extortioners is kidnaping. In our own country kidnaping is

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$5,000 In 208 Cash PRIZES

Important to Owners!

THIS Third Annual Ajax Tire Mileage Contest for Employed Drivers of cars, now in progress, is of great importance to car owners. These tire mileage competitions were organized by us two years ago to inspire drivers to take more care and better care of tires, and to demonstrate that conserving the owner's tire investment by guarding against abuse, misuse and neglect, makes for *tire economy*. The opportunity is ours, too, to reward chauffeurs who realize the highest mileage.

You should urge your chauffeur to enter this new contest. While getting the most mileage out of tires he is working for your interest. In arriving at an important mileage figure he is in line for an important *cash prize* to be awarded by us.

In the second Ajax Mileage Contest, just closed, the winner obtained 21,985 miles from a single Ajax Tire on a Cadillac car. The capital prize winners averaged 16,509 miles per tire.

Equip your car with Ajax Tires.

Chauffeurs—Enter Now!

EVERY chauffeur should enter the Third Ajax Tire Mileage Contest for 208 cash prizes. The contest is limited to employed drivers only, who realize the greatest mileage beyond 5,000 miles, between April 1st, 1915, and March 31st, 1916. In event of ties, a prize the equivalent of that tied for will be awarded each tying contestant. The rules governing the contest are simple. As many tires can be entered by one driver as desired. Only one tire entered by a driver, that which reaches the highest mileage, is considered in the awards.

The judges are Mr. Alfred Reeves, General Manager National Automobile Chamber of Commerce; President R. A. Patteson, Tarrytown National Bank, and Mr. L. W. Scudder, Certified Public Accountant.

Entry blanks may be obtained from Ajax dealers, or may be had by addressing the company's branches or home office.

Enter now that you may reach high mileage winning figures!

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TIRES
Guaranteed 5000 Miles
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A STANDARD "FOUR"	1085
A "V" TYPE "EIGHT"	1250

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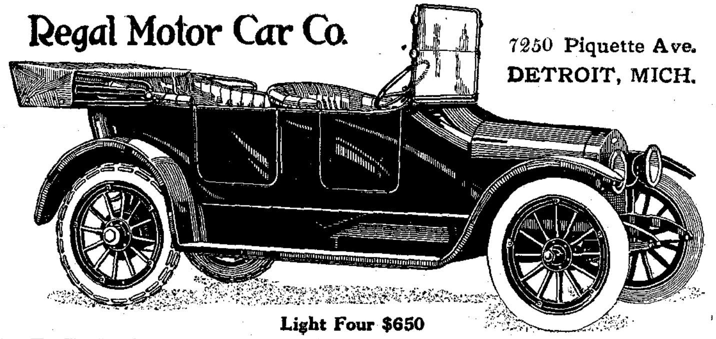

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considered one of the vilest crimes, but in China it is otherwise. It is well known that not the slightest harm will come to the person abducted, and it is all a polite comedy, carried out with much amusing by-play and ceremony, especially, as in the case recited in the pamphlet, when there is difficulty in coming to a decision as to the terms of the ransom. Every one knows who the kidnaper is, and where he is, and no one worries. The kidnaper has you by the hair, but he does not pull. You accede to his demands, and he looses his grip, and you part amicably, after he has demonstrated in the most peaceable way that he is your neighbor and that he must be helped when he is in trouble, even tho you have not as yet been able to see it that way. What would happen in the case of a victim who refused to accede to the kidnaper's demands is not disclosed. Possibly no such case has occurred. In China, it is not done. This is the story which the writer tells:

> During the Christmas vacation, the principal of the Canton Christian College Grammar School went with his wife and children back to his home village to attend a wedding. They arrived there safely, enjoyed the festivities, and then prepared to return to Canton. When the family were ready to start home the father decided to remain over for a few days and send the grandfather and aunt back with the mother and children.
>
> While they were still in the village it was noised about the Mr. Chan, the principal, was a very wealthy and influential person. Thereupon the head of a gang of the aforesaid robbers laid a plan to kidnap the eldest child, a lad of about ten years, and hold him for ransom, a proceeding that has almost become a custom, to judge from the number of such cases brought to our notice. When the family party was about six miles from the village, on their way back to Canton, they were met by four men in a small boat. Nearly all traveling done in South China is by boat. These four men leveled their guns at the passage-boat pilot and ordered him to turn his boat toward shore, pointing to where could be plainly seen ten other robbers with guns trained on the passage-boat. The passage-boat men evidently were in the secret, for they made no resistance, but steered at once for the place, where the entire boat-load was landed "willy-nilly."
>
> The chief robber then stept forth and took the little boy away from the family. Every one seemed to give a tacit consent to the proceeding, knowing full well that no harm would befall any one. The robber was very gentle with the boy and treated him as if he were his own son. As the evening was rather chilly, he took off his own coat and wrapt it around the boy, carrying him over the rough places. The passage-boat went back to the village, and the family returned with it to the father, bearing the news. The father at once cast about to find the robbers' middleman.

In due time the go-between appeared. Owing to the exaggerated reports of Mr. Chan's wealth, $10,000 was demanded. This meant much bargaining—the Chinaman's chiefest joy. There was no hurry, for—

> In the meantime the family were all at

the old home in the village, while the boy was being moved about from place to place by the robber band, so that their exact position could not be located until a sum had been agreed upon. During this going about the boy wore old clothes and passed as the son of one of the robbers. If they happened to have a rough or uncomfortable piece of road to travel, one of the robbers always carried the boy. While the people of these villages were well aware of what was going on, still they would not offer to do anything, knowing that it must all be settled through the efforts of the middlemen. There was much delay in the terms, owing to the fact that the report had gone forth concerning the father's wealth. Because of these many delays, the boy was with the robbers about five or six weeks. During this time they visited many villages. Once they went a long way in a small boat and landed near the foot of a very high hill. They stayed ten days in this village, and during this time the boy had for his playmates two other boys about his own size and age who were also being held for ransom. The children while there all lived together with some kind old women and were very happy. It was generally known throughout the village why the boys were there. Many letters passed between the robbers and the middlemen. Once the chief robber, who seemed to have taken a great fancy for little Chan, called the boy to him, took him upon his lap, and read to him a letter he had that day received from the boy's father. In it the father protested against the extortionate amount demanded from him, saying that he was not a rich man, but a very poor man with many people dependent upon him. The little boy sobbed and cried during the reading of the letter, and the robber tried to console the little fellow. He asked him many questions about his home and told him that he must always be a good boy and obey his father. Then he wrote his own name on a piece of paper and gave it to the boy, saying that he wanted to receive a letter from him telling of his school. In giving the account, the boy spoke with great feeling about the robber's kindness to him in many ways. In fact, the boy now recalls with evident pleasure the time he spent with the robbers. As the child's clothes had become soiled with travel, the chief robber gave him fifteen dollars to buy a fine silk coat. There was only one time when the robbers were quarrelsome, but even then they took care to see that the boy was not in fear of them.

Finally, the price was agreed upon and the time and place set for the payment. The transaction took place in an old ramshackle house about noon. The robbers and the boy were in an attic room over the one where the money was being paid, and they were all peering down through cracks in the floor on the scene below. The sum finally agreed upon was six hundred and fifty dollars, a great comedown from the ten thousand first asked. Both the father and aunt talked several times with the middlemen, some of whom had been classmates of the father in the village school when they were boys, so common is the middleman business in China. The money was paid over to the middlemen by the aunt, who then received the boy, and they were all soon on the way to the home of the grandfather, where they gave thanks for their reunion.

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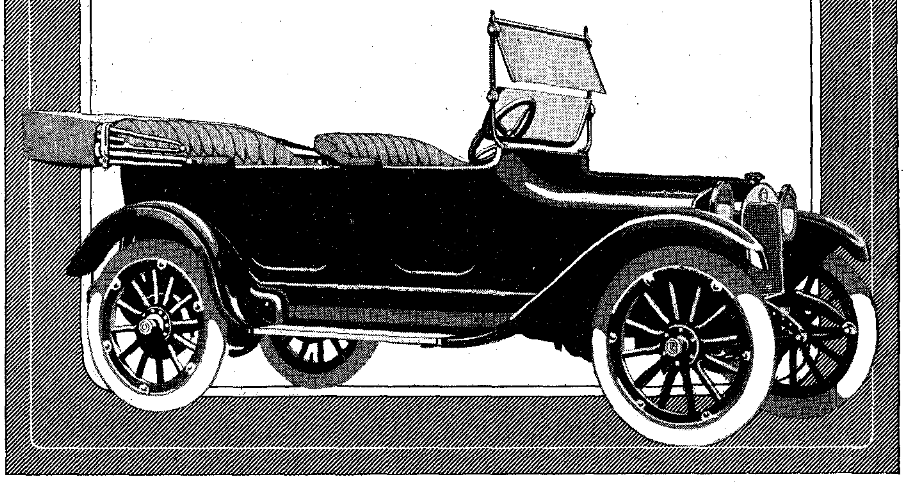

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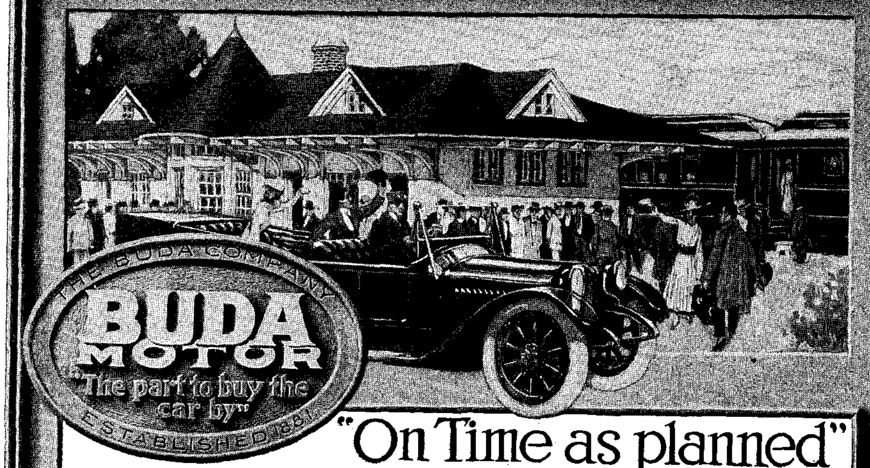

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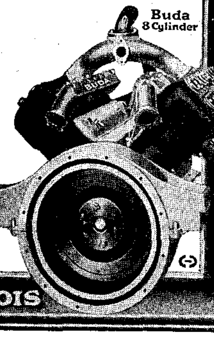

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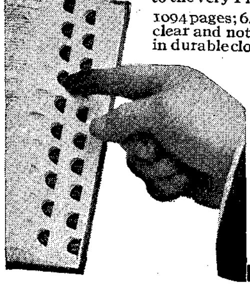

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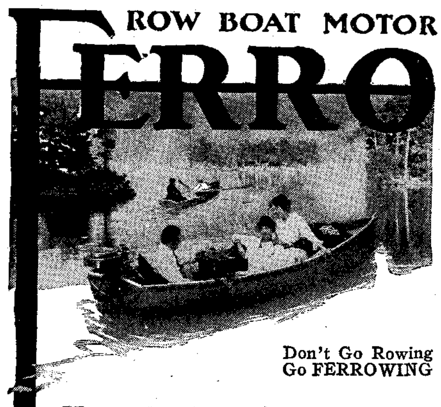

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$85 with Bosch Reversible Waterproof Magneto. **$65** with Waterproof Battery Ignition.

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IN THE SUBMARINE OFF KINSALE

SOME of the earlier German submarine attacks were afterward described at length in the press. The one by Captain Weddigen, of the *U-9*, who was responsible for the *Cressy-Aboukir-Hogue* trio, is the best known. The creating of a new verb, "*weddigen*," has been discust in Germany. It means "to sink a vessel by torpedo, with unfailing accuracy." Whether we shall ever have the authentic story of "*Das Weddigen der Lusitania*" is doubtful; but meanwhile we have the nearest possible substitute. Tho the man behind the torpedo-tube at Kinsale may never tell the tale publicly, we can pretty well estimate his side of the story from the story told by an American submarine officer to the New York *Evening Post*. On the deck of his craft, in the naval review in the Hudson River, this undersea expert, without attempting to give expression to his view of the humanity of the sinking of the *Lusitania* or to comment upon it in any way, outlines graphically the case for the submarine that is acting under orders and obeying them to the letter. The American officer's remarks on this point are enlightening:

> You will understand that life on a submarine is not especially pleasant or comfortable at any time; not even when you can flock around your parent ship at night, receiving fresh supplies and a chance to stretch your legs on her deck. Away from your base, alone; with fresh meat exhausted the first day; with the necessity of remaining submerged practically all the time, one may imagine that a submarine crew, in time of war, with every human perspective altered, deteriorates for the time being both mentally and physically.
>
> So with the Germans. They were under orders to sink, above all things, the *Lusitania*. Arriving at the place to which they had been assigned—they undoubtedly were extended in a long line, fully covering the *Lusitania's* course—they spent the daytime "balancing" beneath the surface, allowing their periscopes to appear say every few minutes. At night they would probably arise, eyes strained for the dull blur that would denote against the darkness the presence of a steamship.
>
> They had their own peril to consider, of course. We have reason to know that the British Government is working feverishly to eliminate the submarine terror, and we have in our possession facts which show that, not long before the *Lusitania* was torpedoed, the British, through their latest device of netting waters infested by the German submersibles, had destroyed three submarines. Then, too, the Germans had to watch out for their greatest enemy—the destroyers—which, being fast and able to turn swiftly, are the only craft now known that can be pitted against the boat that fights submerged.

There is a report, declares the officer, that these destroyers have been cruising the coast in pairs, dragging chains between them. The ignominious fate that a meeting with such a team would mean for a submarine is enough in itself to keep their eyes strained to the periscope—even were it not for the chance of missing their prey, in the fog and the dark. There were perhaps a dozen or a score of submarines waiting, thinks the American. It may be that those on board the *Lusitania* who saw a periscope may really have sighted several different ones coming to the surface to witness when the blow was struck. Captain Turner has declared that one such came up quite near him as he was swimming in the water. At all events, there were undoubtedly many lingering, dragging hours to be suffered in those hot, narrow, oil-reeking little hulls below the water, before that critical moment came. As this man, who has had his own experiences of similar trials, describes it—

> They were at the mercy of the tumbling waves which, even under water, make craft of the sort do all sorts of monkey-on-a-stick gyrations. For example, at Guantánamo our boats were tossed by the ground swell when submerged thirty-five feet. Under such circumstances—what with canned food, and possibly not too much of that; what with the strain of waiting for the liner; with danger also for themselves; with uncomfortable, grimy, smelly quarters, the roar of the Diesel engines constantly dinning in their ears—you may imagine that these officers and men waiting to deal death were not as other men; hardly.
>
> So the days go on until one morning the men at the submarine telephone-receivers hear the notes of a bell. They listen. Slowly the faint musical sounds bring their telegraphic message to all the vessels of the fleet; one or more of the submarine officers have made out through their periscopes a hull on the horizon—a hull with four stacks. The submarines all rise until their periscopes protrude above the surface. Many, perhaps all, of the vessels have enlargers at the bottom of their periscopes so that pictures of the horizon, 5 x 7, are shown on a square of cloudy glass—precisely the effect you catch when you look into the back of your camera. Here they can see the *Lusitania* coming, and coming fast. But there is no hurry. She is going to pass right through the submarines until one of them rises to the surface or the liner's officers catch a glimpse of a periscope, when it is yet time for her to turn and flee. So they keep going up and down, as they have done throughout, say at five-minute intervals.
>
> The *Lusitania* is drawing nearer. When she is within 7,000 yards—or about four miles—she is in danger. But they let her come nearer. They are not here to make a mistake, these submarines. She gets within four thousand yards. As to this distance, I will say that our crews are disappointed if they do not hit a target six feet square with a torpedo at four thousand yards. The Germans are preparing to deliver their missiles. Everything is ready. You may ask why the submarines do not warn the vessel. They, of course, fully believe she is armed. A machine gun will sink a submarine, and a man standing on deck when a vessel of the sort is sufficiently near for him to speak to the liner's bridge can easily be picked off with a rifle.

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—kept fresh in this refrigerator basket—can be packed, carried any distance and enjoyed with a relish. The nickel-plated, tin-lined ice compartment in a

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insures the hungry motorist, sailor or fisherman a temptingly cool, fresh lunch. Keeps both cold and clean. Protected from dust, germs, and insects. Does not drip. Write for folder P illustrating basket in detail. (10)

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Rattan, finished deep forest green; lined with non-rustable nickel-plate. Brass or nickel trimmings.

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Takes the ERROR out of TERROR

A single moment may turn your security into a peril. On a single second of preparedness plus self-control depends your chance to turn your peril back into security. If you are armed with a Colt Automatic, you are instantly prepared. Terror may be gripping at your senses, but you can point your Colt automatically and automatically shoot straight, for your Colt is automatically ready. Buy a

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and teach your wife to shoot. Don't buy a Colt and put it away against that possible need of a pistol. Show your wife, mother or sisters that a Colt is not to be feared. Let them know that this pistol, while it shoots like a flash, can be kept under a pillow fully cocked; it cannot be discharged until you grip the grip and pull the trigger *simultaneously*. Its automatic safety device compels you to do this.

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"You Can't Forget to Make a Colt Safe"

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FOUR OUNCES 50 CENTS
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FOUR OUNCES 3 SHILLINGS
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¼ pound, new air-tight Export Package

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You'll never know how good tobacco can be made until you smoke Arcadia.

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No; there was no thought of warning. These men had been waiting, undergoing all the dangers and discomforts that submarine work involves, and now the time was at hand. At two thousand yards the Germans may show themselves or not, as they please. In any event, the *Lusitania* is a dead ship. The officers below sight their torpedoes by means of their periscopes. The tubes and the periscope are bore-sighted—which is to say, on a line. A range-finder on the periscope gives the distance. There is a roar as the pneumatic pressure is applied to the projectile in the tubes, and the torpedo is on its way.

How many torpedoes hit the *Lusitania?* I don't know. Undoubtedly several submarines discharged them. One, containing 300 pounds of guncotton, would do the business for the liner, wherever it hit her, general opinion to the contrary notwithstanding. And so the greyhound is struck and mortally wounded. As soon as the submarines make sure of this, they submerge and race for their base. For there is danger about, and then, too, the men are hungry, nervous, worn-out.

THE STORY-TELLING HOUR

TO SOME people, telling stories comes as naturally as the art of cooking does to a few housekeepers—notably that one old lady, who, when asked how she made her delicious spice-cake, replied: "Oh, land, I jes' take a mite of whatever's in the pantry and stir it in." Less fortunate folk, when caught in a flood-tide of story-hungry youngsters, have been forced to believe that there was extremely little in the "pantry," or else have felt the need of more explicit instruction in the mixing and stirring of the story's ingredients. Appears now a South-Carolina girl, with eight years' experience in satisfying story-loving children in the schools of Washington, D. C., who brings hope to the desperate grown-up. She is Miss Marietta Stockart, of the Washington Normal School. In the New York *Evening Sun* she explains that—

Story-telling is such a young art for mothers. It used to live rather on the shelf, like dancing for the Puritans. But it is beginning to come into its own. It is not just a frivolous pastime. It gives our children a good part of their outlook on life, and is a sugar-coated, creative means of education.

Story-telling fills so many purposes in the child's life, too. It supplies information and vocabulary. It also stimulates imagination. And the old idea that imagination is visionary and without practical value is exploded. No one can go very far without it.

Another purpose in story-telling is to stimulate the child's sense of humor. And here is an open field for the writers of children's stories. For the very most difficult of child-stories to find is the properly humorous one. Comic-supplement humor grows on every bush, but the right kind of humor for the child is as rare as the pot of gold at the foot of the rainbow. Stories also stir the child's artistic sense as well as the dramatic instinct. The need of some source of self-expression is vital to all of us. It is the means of communicating our treasures to others and of receiving theirs in return. And it is the dramatic instinct that provides this medium. And as for the artistic value of the story—each story is a big canvas, word-painted into the child's mind. It helps to develop the esthetic sense.

And lastly, story-telling has a tremendous interpretative value. The stories told must in some way picture or explain the child's own experiences and environment. Sometimes it is even necessary to enlarge the child's stock of experiences for the simple purpose of telling a certain story. Age plays a big part in the choice of stories to be told. But a safe rule to follow in dealing with a mixed crowd is to tell within the comprehension of your youngest, and your oldest will be perfectly content as well.

The preparation for story-telling is very simple. Choose your story, and then proceed to absorb it. Never try to study words—they get between you and your audience. Get the heart and atmosphere of your message in pictures in your own mind. Then free yourself utterly, and tell your story as it passes like a moving picture before your own mind. It is the personal and pictorial quality of the told story that gives it its advantage over the read one.

There is nothing that children love more than story-telling. And it can be made a tremendous factor in their lives. There is a big future ahead as a profession just in that line alone. The great essentials for the story-teller are a keen personal love and interest in the stories.

A GOOD WORD FOR THE BAD BOY

THE Sunday-school books and mutton-chop whiskers went out about the same time. The Sunday-school superintendent wore the whiskers, and his infantile congregation drew out the books after the exercises were over, and spent part of an otherwise gaunt Sunday afternoon poring over the saccharine literature. The books concerned boys and girls of an unholy, or at least inhuman, goodness. They were torturingly, blindingly good. Placed between martyrdom and a Sunday-school picnic, they inevitably chose martyrdom. And they kept their somewhat scorned corporeal entities in trim by constant healthy exercise in heaping coals of fire on everybody's head.

There has always been a great deal said for the good boy, the *very* good boy, in books and out; as for the bad boy, things are mostly said about him, but seldom for him. He had one valiant defender, however, in the late William Rockhill Nelson, editor of the Kansas City *Star*. Mr. Nelson was once a bad boy, but despite the Sunday-school books he became a great and good man. He even became great and good enough not to be ashamed of having been a bad boy, as is evidenced in a letter he once wrote to Father Cavanaugh, of the Notre Dame College, when that school conferred upon him the degree of doctor of laws. The letter is quoted from *The Star*.

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Tiolene in Steel Drums containing 33 and 54 gallons for use in the private garage. The cleanest, cheapest, handiest way to handle your oil. Invisible faucet for drawing off the oil as needed. Convenient in your motor boat house. Write today for prices. Look for the "Bull's Eye" Sign along the road.

PEARLS
AT 1/10 PRICE

The *man's* pin—a *pearl* scarfpin; the *woman's* ring—a *pearl* ring—genuine pearl, not an imitation, is to be purchased at 1/10 ordinary prices. Pearls are the product of the oyster. An accident forces a grain of sand or other foreign body into the oyster and by laying around it layers of nacre the oyster produces the rarest of gems. The accident has now become an art of man; the oyster is deliberately inoculated—and oysters are "harnessed" to make pearls at man's bidding. The result being the very finest real oriental pearls only at about one-tenth the price.

Our line comprises many designs. As examples of price and quality, will send the above scarfpin or ring for inspection, if requested on your letterhead. Send no money. The risk is ours. Words are futile in describing the rare beauties of these pearls. Or, ask for specimen pages of our pearl catalogue.

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This book gives good advice on questions that are coming up for you to answer.

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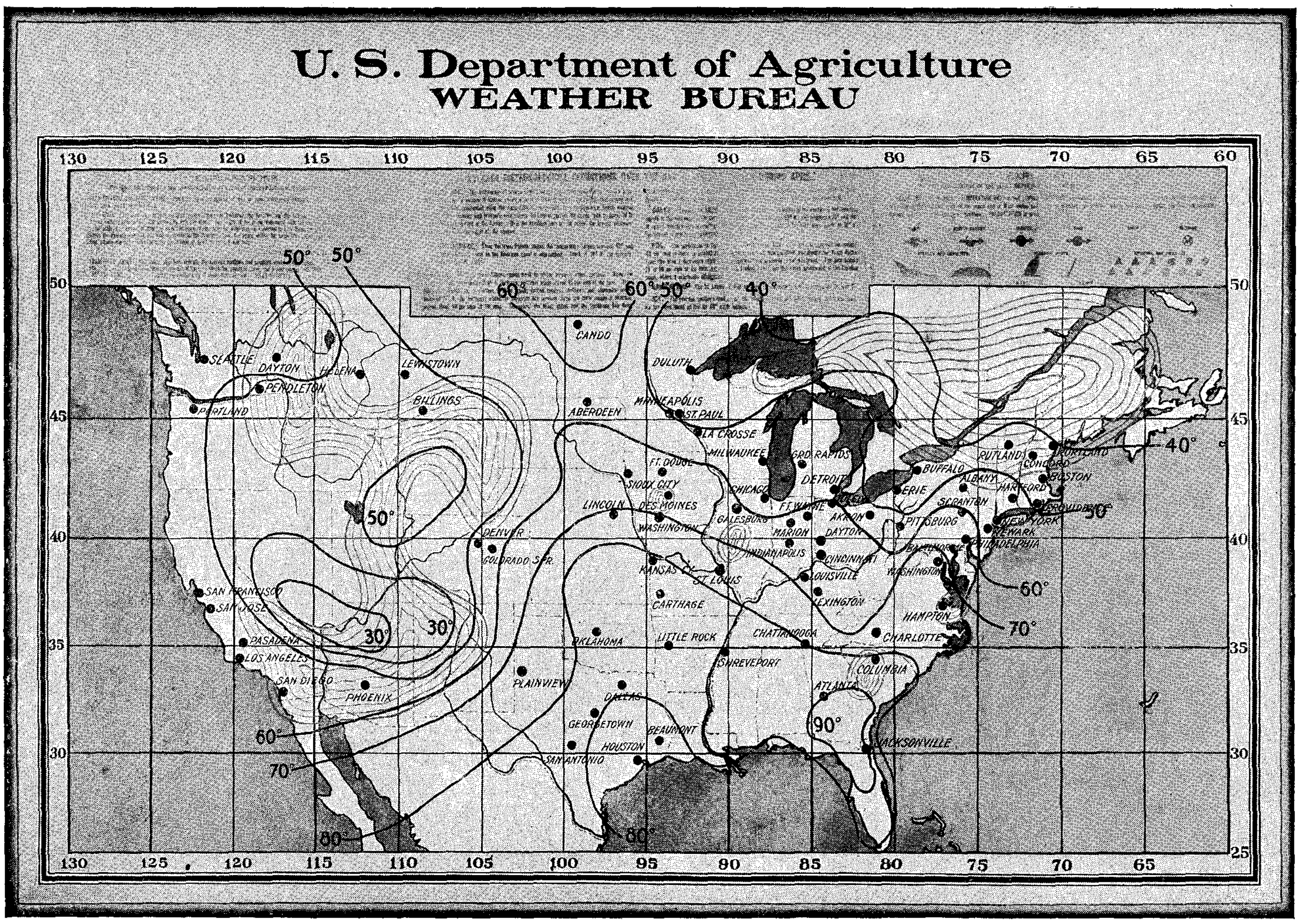

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SATURDAY, May 1st, 1915, at five o'clock in the afternoon, the U. S. Government Weather Bureau at Washington marked this map showing weather conditions during the Great National Efficiency Test of the Franklin Car that day.

Throughout the Rocky Mountain States there was rain. In thirty localities high winds prevailed. At Chicago, Buffalo, Cleveland, Detroit, and other lake points there was a fifty-mile gale to contend with.

This automobile test was for the American public, the most significant ever held.

Its effects will be felt by every American able to own and run a motor car—and there is an automobile to every seventh voter in the United States.

The Cost of Inefficiency

The nation's yearly tire bill is more than $200,000,000 — its gasoline bill more than $150,000,000. Add the sums spent for repairs — for unnecessary wear and tear, and you have an annual expenditure startling even to a people like ourselves, accustomed as we are to big figures.

The waste due to inefficiency is a drain on the economic life of the country.

The subject of *Motor Car Efficiency* enlisted the special interest of the great American Universities and Technical Institutes.

Laboratory tests at Yale and at the Worcester Polytechnic Institute, showing the remarkable efficiency of the Franklin in comparison with other cars, excited professional comment everywhere.

Other Universities took up the study of the Franklin principles.

The Engineering Department of the State University of Kentucky made "The Test of the Franklin Car" a thesis required for graduation.

This is an age of efficiency. Men's minds have a practical turn. So widespread became the interest, that to supplement laboratory tests a Great National Efficiency Test on the road was arranged.

The Great National Efficiency Test

Among the Supervisors of the test were representatives from the Engineering Departments of the following Universities: Toronto, Yale, Pittsburgh, Cornell, Pennsylvania, Brown, Rochester, Syracuse, Kentucky, Ohio, Lehigh, Cincinnati, Nebraska, Washington, Rensselaer Polytechnic Institute, Armour Institute of Technology, Stevens Institute of Technology, Massachusetts Institute of Technology, and Pratt Institute.

At nine o'clock on the morning of May first, the Franklin Cars started in all parts of the United States and Canada, over all sorts of roads, and regardless of weather conditions.

Each car carried a Supervisor of Tests, who had already certified the preliminary details—the gasoline tested to prove that it was the ordinary commercial quality; officially measured by the Sealers of Weights and Measures of the respective States; the routes planned so the cars would be compelled to go and return by the same roads to equalize any advantage of wind and grade; the car, a regular model Franklin Car; the drivers, men with experience on a par with the average automobile owner.

Results: 137 regular Franklin Cars, in 137 cities, averaged 32.1 miles to a single gallon of gasoline—

The highest record, 55 miles to a gallon of gasoline—

44 cars averaged 40 miles to a gallon of gasoline.

A New Standard for Measuring Motor Car Efficiency is Established

Here at last, with this remarkable record, the Franklin Car establishes a standard for comparison of automobile *efficiency*. It provides the public with a simple and definite means for judging automobile *values*—the best they have had since the automobile was invented.

Everybody knows how to judge the relative value of upholstery, paint, leather, fittings—the things on the outside of a car.

It is the things on the *inside*—things the buyer doesn't see—that burn up money.

If a car is not right in design, in construction, in material, it will show first in the *gasoline tank*.

Engineers determine the efficiency of an automobile by comparing the *useful power* delivered to the *driving wheels*, with that which is lost by friction.

Gasoline Consumption will show up inefficient tires. They will use extra power in friction—*more gasoline is used.*

Gasoline Consumption will show up excessive weight. Excess weight requires more power to move—*more gasoline is used.*

Gasoline Consumption will indicate whether a car will last. Where more gasoline is used there is *friction*, and where there is friction there is wear and tear.

Gasoline Consumption will show up useless mechanical complications. The more working parts to a car the greater the friction—*more gasoline is used.*

The mileage secured from a gallon of gasoline is a true indication of the total efficiency of the whole car. It takes into account the efficiency of the tires, axles, universal joints, transmission, clutch, mechanical efficiency of the engine, thermodynamic efficiency of the engine—everything about the car.

Consider what this test of the Franklin Car means to you—to every owner of an automobile—to the scientific and technical men who watched the test from start to finish.

Think what it means when so little power is lost by friction: when the maximum of power is delivered to the driving wheels with an average of 32.1 miles to a gallon of gasoline the country over!

Only a Fine Car can do it.

You have had your experience. Now make your comparisons.

Sworn Final Results

City	Driver	Record
Akron O	A. Auble, Jr	51.8
Aberdeen, S. D	G. M. Worthington	22.7
Albany, N. Y	C. G. Heck	30.5
Amboy, Ill	A. Aschenbrenner	25.6
Athens, O	C. H. Welch	31.8
Atlanta, Ga	W. M. Hull	31.3
Auburn, N. Y	G. H. Leonard	31.4
Baltimore, Md	W. F. Kneip	38.0
Bar Harbor, Me	F. L. Savage	22.2
Billings, Mont	Arthur Barth	20.0
Binghamton, N. Y	S. H. Lewis	27.0
Boston, Mass	Otto Lawton	39.9
Brooklyn, N. Y	G. B. Perkins	36.1
Buffalo, N. Y	George Ostendorf	26.2
Canton, O	G. W. Belden	43.5
Carthage, Mo	A. L. Caulkins	36.0
Charlotte, N. C	J. D. Woodside	36.2
Chattanooga, Tenn	J. H. Alday	30.3
Chicago, Ill	F. H. Sanders	30.7
Cincinnati, O	Newman Samuel	35.7
Cleveland, O	R. H. Eckenroth	24.4
Colorado Springs, Col	G. W. Blake	30.7
Columbia, S. C	Wm. Gibbes	26.1
Columbus, O	O. C. Belt	31.7
Concord, N. H	W. E. Darrah	33.6
Cortland, N. Y	J. A. Farrell	28.8
Dallas, Texas	W. G. Langley	38.6
Danvers, Ill	Frank Simpson	31.5
Dayton, O	F. B. Heathman	30.5
Decatur, Ill	C. E. Dawson	32.9
Denver, Col	F. C. Cullen	21.0
Des Moines, Iowa	S. P. Johnston	34.2
Detroit, Mich	W. J. Doughty	42.3
Duluth, Minn	J. T. Peacha, Jr	35.2
Eau Claire, Wis	G. R. Wood	26.7
Elizabeth, N. J	F. V. Price, Jr	40.8
Elmira, N. Y	Fred M. Jones	31.4
Erie, Pa	John Griffith	31.5
Fall River, Mass	Ernest Place	37.8
Falmouth, Mass	F. W. Crocker	28.9
Fleetwood, Pa	Wilson Sell	34.1
Fort Wayne, Ind	L. Ohnhaus	31.9
Galesburg, Ill	E. T. Byram	22.6
Geneva, N. Y	W. W. McCarroll	34.5
Georgetown, Texas	T. J. Caswell	23.6
Grand Forks, N. D	J. W. Lyons	24.3
Grand Rapids, Mich	J. R. Jackson	28.1
Great Falls, Mont	B. D. Whitten	37.6
Greensburg, Pa	E. L. Turner	28.6
Greenville, S. C	R. N. Tannahill	34.4
Hampton, Va	J. V. Bickford	22.0
Hartford, Conn	H. P. Seymour	40.4
Helena, Mont	W. L. Swendeman	18.4
Holtville, Cal	W. J. Seat	24.1
Hoosick, N. Y	John Moseley	36.4
Houston, Texas	Rudolph B. White	22.5
Indianapolis, Ind	Glenn Diddel	35.0
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Milwaukee, Wis	Wm. F. Sanger	51.2
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Moline, Ill	D. H. Duncan	23.1
Montreal, Can	H. Grothe	24.6
Neenah, Wis	J. F. Stroebel	26.3
New Bedford, Mass	S. C. Lowe	33.0
Newark, N. J	W. L. Mallon	36.5
New Haven, Conn	Cowles Tolman	55.0
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Oil City, Pa	H. S. Phinny	18.3
Oklahoma City, Okla	J. W. Lee	36.3
Paris, Ky	C. A. Weber	34.0
Pasadena, Cal	W. P. White	31.4
Paterson, N. J	Nicholas Hughes	34.9
Peoria, Ill	S. K. Hatfield	34.3
Philadelphia, Pa	James Sweeten, Jr	41.9
Phoenix, Ariz	George Hageman	53.0
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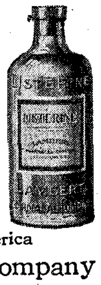

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Had I been able to be present, I should perhaps have ventured to say a word in behalf of the bad boy as exemplified in my own case. The bad boy gets so much correction on all sides that perhaps a word of reassurance to him would not be altogether amiss.

I recall that my chief end in life before I was sent to Notre Dame was to break up whatever school I was attending. My good father finally determined on Notre Dame as a last resort, and I was sent there in the hope that the fathers might succeed in bringing me up in the way I should go. My first experience was shortly after my arrival, when a circus came to town. We boys sent a petition asking leave to attend, and our request was promptly denied. Whereupon we held an indignation meeting in the yard and unanimously resolved to revolt. As I had been there only a few days, I did not feel justified in taking a lead in this revolution, but was ready to go along. To my intense surprize, when the angry mob reached the gate, there were only three of us left. We persisted, and saw about the worst circus it was ever my lot to attend. I suppose our apprehension had something to do with our failure to enjoy the performance. When we got back there was some discussion as to whether we should be expelled or merely disciplined. The more lenient counsel prevailed, and I was assigned several pages of Pollock's "Course of Time" to commit to memory. My instructor, I suppose, thought he had laid out a three-days' task for me, but I had in those days an unusually alert memory, and I was ready for him in a short time. When he saw how light the penalty was, he assigned several more yards of the poem for me to commit. Whereupon I refused and said I had done my task and proposed to do no more. So I found a nail and drove it through the book and clinched it on the other side, thus making sure that any further study of Pollock was out of the question.

He at once appealed to Father Dillon, and I have never forgotten the principles of justice as laid down by that broad-minded man. His judgment was that I had done my task, fulfilled the penalty, and was entitled to release. As the others, who were not so guilty as I, were all at work, and as it was manifestly unfair to give them a severer punishment, he suggested that justice and mercy demanded that they be set free at the same time.

During the year that he was at school at Notre Dame there was never an opportunity for a rebellion of which he did not take advantage, as the "worst" boy in the place. His own explanation is:

> I have always attributed my insurgent instincts to the one-eighth of Irish blood that I have. I always resented parental restraint—not from lack of affection for my father, but because I never enjoyed being bossed. I have to confess that I don't to this day. It was my disposition to feel that nobody had any rights over me. Notre Dame, however, did the best it could with such unpromising material, and I have always looked back on it with regard and affection, even tho it did inform my father at the end of the second year that the instructors felt they could get along without my influence thereafter. But the fact that, in spite of such a record, the university has conferred a doctorate of laws upon me, ought, perhaps, to afford encouragement to mischievous boys and make them feel that their case is not altogether hopeless.

THE CENSOR AS BRITAIN'S DEADLY PERIL

FROM our own war correspondents we have heard much complaint of the censorship abroad, in France and England, and many an unsunk vessel and victorious defeat are still to be found in that mythical region of "Somewhere" so dear to censors, poets, and other idealistic people. What the British may "unsuffer" from such sponsors as these, during the rest of the war, taxes the imagination to suppose. No loss endured can be too deep-piercing to shake the stoic resolution of the censor to cover all loss in silence and so charm it away. Tho the knife be turned in the wound, the censor, by referring only to garlands, fame, honor, duty, victory, and other safe abstractions, will make the country forget its agony, until the pain is as if it had never been. Whole armies may be recreated or unannihilated by this means. What might such a censorship not have done for Belgium!

In the opinion of Mr. William Le Queux, however, the censorship is one of England's most deadly perils. Mr. Le Queux is, mainly, an author and traveler; he has, however, done many other things, in a singularly varied career, such as writing Italian novels for the *Corriere della Sera*, serving as war correspondent in the Balkan War, perfecting himself alike in the lore of Egyptology, and as a wireless operator, and filling the entirely honorary office of Consul of the Republic of San Marino in London. But his latest achievement bids fair to outshadow all the rest. He has written a book which the censor declares no Englishman shall read; and in this the Censor is backed up by the War Office. The book is an attack on the system which has kept Britain in ignorance of the unpleasant aspects of the campaign of its expeditionary forces on the Continent. The author protests, as follows:

> We are not a nation of board-school children or hysterical girls. Over and over again the British public has shown that it can bear bad news with fortitude, just as it can keep its head in victory. Those of us who still remember the terrible "black week" in South Africa, with its full story of the horror of defeat at Colenso, Magersfontein, and Stormberg, remember how the only effect of the disaster was the ominous deepening of the grim British determination to "see it through"; the tightening of the lips and the hardening of the jaws that meant unshakable resolve; the silent, dour British grip on the real essentials of the situation that, once and for all, settled the fate of Kruger's ambition.
>
> Are Britons to-day so changed from the Britons of 1899 that they can not bear the truth; that they can not face disaster; that they are indeed the degenerates they have been labeled by boastful Germans? Perish the thought! . . . . . .

"Britain's Deadly Peril," by William Le Queux (London: Stanley Paul & Co.), appeared only a few weeks ago, but scarcely did it gain a place in the bookstalls before its sale was forbidden. The Britisher, unless he emigrate to this country, may never know what Mr. Le Queux wrote, but, through the agency of the New York *Times Magazine*, we are in part informed of the book's contents. They comprise, in the first place, a definite charge that the censorship is responsible, not only for the difficulties England has met with in recruiting its new army, but also for certain traitorous combinations of tradesmen to raise food prices and cheat the civilian under the guise of war-need. In addition to these prosaic matters there is a decidedly romantic touch to some portions of his story. Among the other evils for whose continued existence the bandage held before England's eyes by the Censor is responsible is the long-dreaded and still fearsome spy system. Mr. Le Queux claims that he himself has detected and intercepted German signals that are flashed nightly across quiet country meadows, from knoll to knoll, the whole length of England. This is his story, in part:

On reaching our point of vantage I learned that suspicion had first been aroused by a mysterious and intense white light being shown from a window in the country mansion in question, which was situated upon so strategic a point that it could be seen very many miles in the direction of London. And there, sure enough, was the one brilliant light—at all other windows of the house the blinds being drawn—shining like a beacon all over the country. It had shone first at 6.30 o'clock that night, and, as I watched, it showed till 6.48, when it disappeared. After three minutes it was shown till 7:30 exactly, when suddenly it signaled in Morse the code letters "S M," repeated twice, and then disappeared till nine o'clock, when again the same signal was made. The light remained full on for ten minutes, and was then suddenly switched off.

This was certainly remarkable. The officers with me—all experts in signaling—were unanimous as to the two letters, and also to their repetition. These signals, I learned, had been seen times without number, but until the smart young officer who had called upon me had noticed them, no action had been taken.

Having established that mysterious signaling was really in progress, I set forth upon further investigation. Taking my own signaling apparatus, a very strong electric lamp, with accumulators and powerful reflectors, which would show for fifteen miles or more, I got into the car with my companions—who were eager to assist—and, having consulted ordnance maps and compass, we went to a spot high up in an exposed position, where I anticipated the answering light from the mansion might be seen.

We found ourselves in a private park, upon a spot which, by day, commands an immense stretch of country, and from which it is said that upon a clear day the Sussex coast can be seen. Here we erected our signaling apparatus and waited in patience. The night proved bitterly cold, and, as the hours crept slowly by, the sleet

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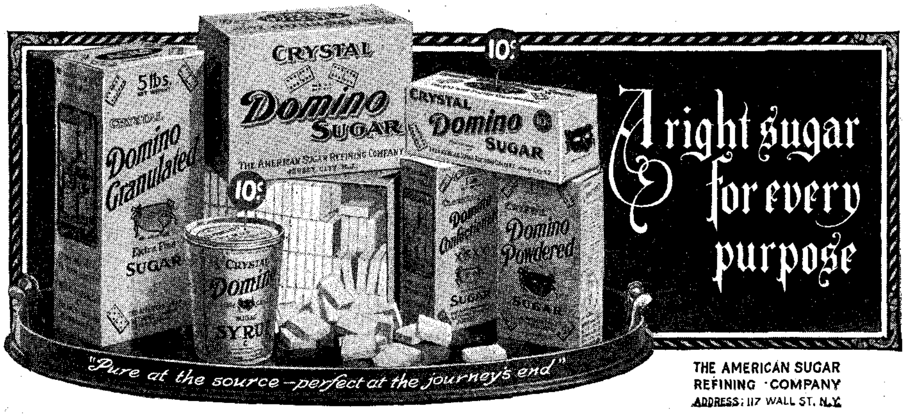
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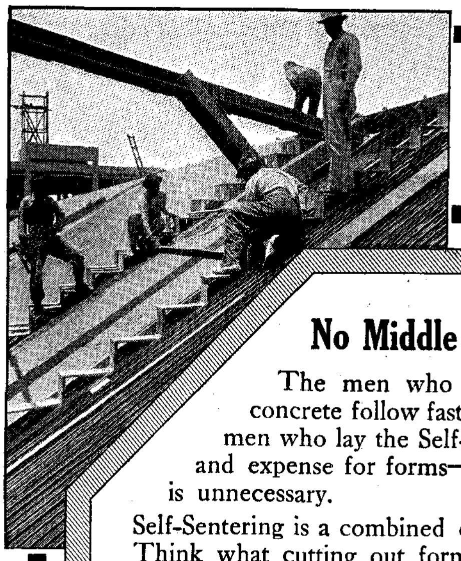

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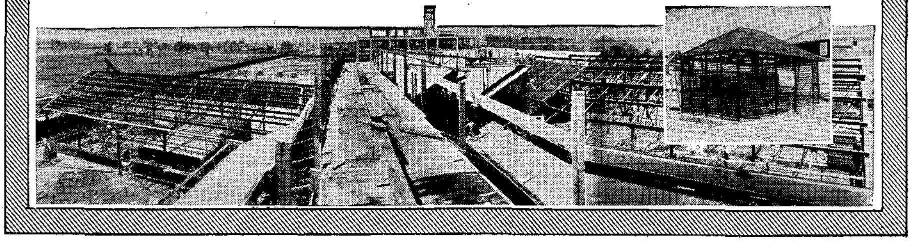

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al-lay', 1 a-lē'; 2 ă-lā', *vt.* [AL-LAYED'; AL-LAY'ING.] **1.** To calm the violence or reduce the intensity of; relieve; soothe. **2.** To lay to rest; pacify; calm. **3†.** To lay aside; put down; overthrow; annul. [< A-² + AS. *lecgan*, lay.]

Syn.: abate, alleviate, appease, assuage, calm, compose, lessen, lighten, mitigate, moderate, mollify, pacify, palliate, quiet, reduce, relieve, soften, soothe, still, tranquilize. To *allay* is to lay to rest, *quiet*, or *soothe* that which is excited. To *alleviate* is to lighten a burden. We *allay* suffering by using means to *soothe* and *tranquilize* the sufferer; we *alleviate* suffering by doing something toward removal of the cause, so that there is less to suffer; we *allay* rage or panic; we *alleviate* poverty, but do not *allay* it. *Pacify*, directly from the Latin, and *appease*, from the Latin through the French, signify to bring to peace; to *mollify* is to soften; to *mitigate* is to make mild; we *mollify* a harsh disposition or temper, *mitigate* rage or pain. To *calm*, *quiet*, or *tranquilize* is to make still; *compose*, to adjust to a calm and settled condition; to *soothe* (originally to assent to, humor) is to bring to pleased quietude. We *allay* excitement, *appease* a tumult, *calm* agitation, *compose* our feelings or countenance, *pacify* the quarrelsome, *quiet* the boisterous or clamorous, *soothe* grief or distress. Compare ALLEVIATE.—Ant.: agitate, arouse, excite, fan, kindle, provoke, rouse, stir, stir up.

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began to cut our faces. Yet all our eyes were fixt upon that mysterious house which had previously signaled.

For hours we waited in vain until, of a sudden, quite unexpectedly, from the direction of London, we saw another intense white light shining from out the darkness. For a full half-hour it remained there, a beacon like the other. Then suddenly it began winking, and this was the code message it sent:

S H I S (pause) H 5 (pause) S H I S F (pause with the light full on for two minutes) I S I E (pause) E S T (light out).

One's natural inclination to belittle this experience and find no meaning in the message is defeated by Mr. Le Queux's succeeding assertion that he immediately signaled to the signaler, repeating the first part of the message and asking, in the usual telegrapher's manner, for a repetition of the rest. At once the request was complied with, and the watchers had the chance to verify their first reading of the message. The next day word came of other similar signal-lights seen forming a line from the Kent coast to London and farther north. The following night, therefore, the watchers set out more eagerly still, to obtain even more convincing proof. As we are told:

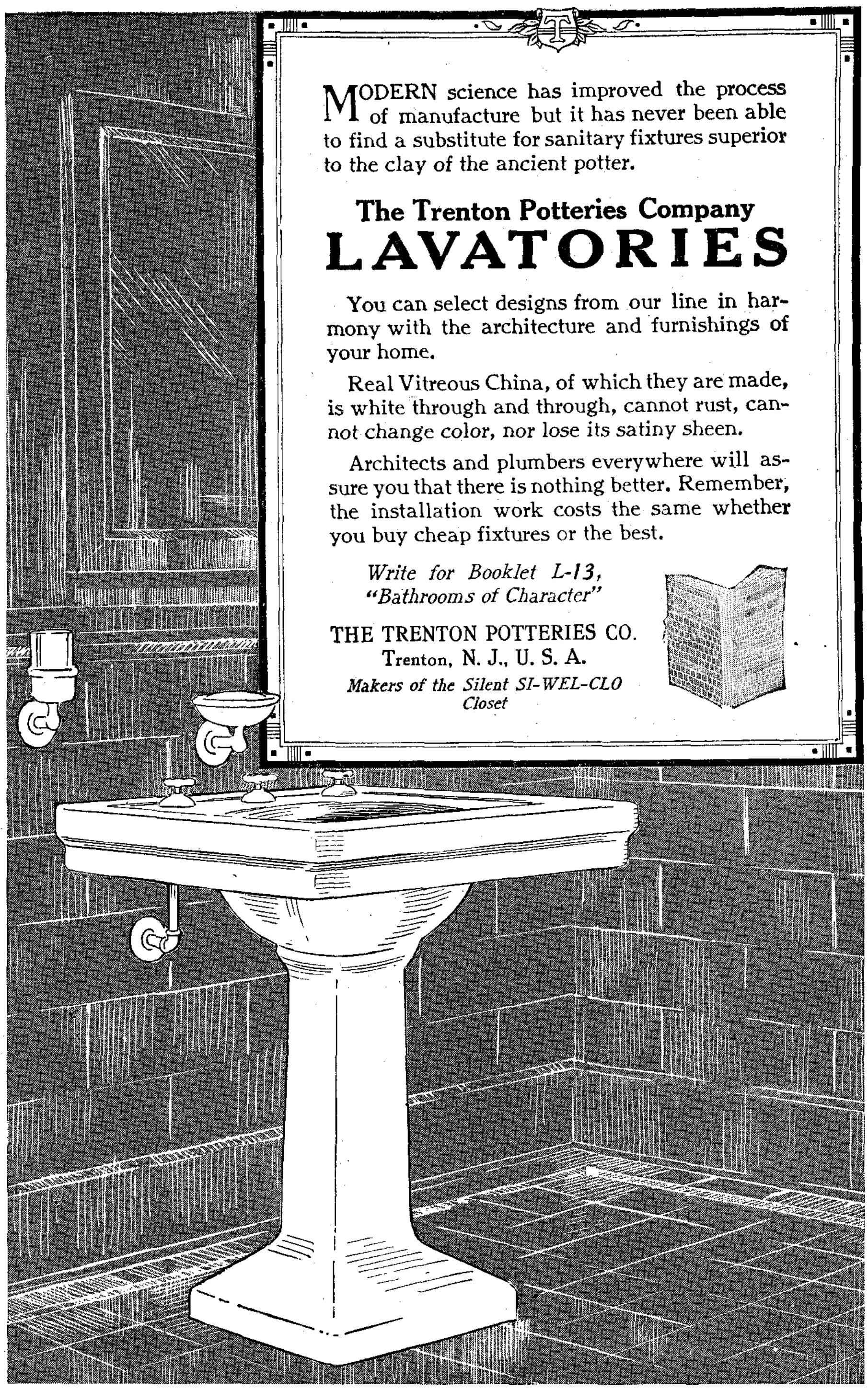
> Again we watched the beacon-light on the mysterious house. We saw those mysterious letters "S M"—evidently of significance—winked out in Morse, and together we watched the answering signals. All the evening the light remained full on, until at 1:30 A.M. we once more watched "S M" being sent, while soon after 2 A.M. the light went out.
>
> In the fourteen exciting days and nights which followed I motored many hundreds of miles over Surrey, Sussex, and Kent, instituting inquiries and making a number of amazing discoveries, not the least astounding of which was that, only one hour prior to the reception of that message on the first evening of our vigil—"H 5"—five German aeroplanes had actually set out from the Belgian coast toward England, That secret information was being sent from the Kent coast to London was now proved, not only at one point, but at several, where I have since waited and watched, and, showing signals in the same code, have been at once answered and repeated. And every night, until the hour of writing, this same signaling from the coast to London is in progress, and has been watched by responsible officers of his Majesty's service.
>
> After the first nights of vigilance I had satisfied myself that messages in code were being sent, so I reported—as a matter of urgency—to the Intelligence Department of the War Office—that department of which Mr. McKenna on March 3 declared: "There is no more efficient department of the State." The result was only what the public might expect. Tho this exposure was vouched for by experts in signaling, men wearing his Majesty's uniform, all the notice taken of it has been a mere printed acknowledgment that my report had been received, while to my repeated appeals that proper inquiry be made I have not even received a reply!

THE THRILLS OF AIR-RAIDING

THERE comes a whirring and throbbing, indefinitely far off toward the horizon. An instant's quick attention and searching survey of the heavens, and there he is discovered—the air-raider, buzzing slowly up to the zenith, like a poison-weighted dragon-fly. You know that somewhere in the little car that swings beneath the long body of the *Zeppelin* there lie deadly bombs, ready to be dropt upon you should the whim to "try a shot" enter the raiders' minds. There seems to you an overweening arrogance in that calm, businesslike buzzing, so oblivious of you and your life below. A mean little rage swells within you; you would like to get at them, to rip through their gas-chambers with one mighty shot, and send them tumbling down to the earth. Then they would stop to think about the earth and you!

It is easier to imagine your feelings on the ground than theirs in the air. Possibly they are not arrogant. Quite possibly you yourself would be as much thrilled as they, and as oblivious of the little people on the earth, were you in their place. If you would judge for yourself, here is the story of one who took part in a *Zeppelin* raid recently upon some English towns. It is from the lips of one of the raiders and was recorded by the correspondent of a Danish paper. The New York *Times* prints a translation:

> The chief impression one gets from a *Zeppelin* trip in the war is, in the first place, one of terrible cold. Nobody can imagine what it means to cruise in the ice-cold air-ocean over the North Sea. We may kindle no light, we may not even smoke a cigar to shorten the hours of the weird night, for the air-skipper dare not betray his presence in the dark between the driving clouds by means of any light. It is as if the cold awakened an intense and peculiar feeling such as one knew absolutely nothing of in former times.
>
> When we stand in the gondola and hear the monotonous roar of the sea below us, and when we gaze up at the star-studded sky, we feel as if we were a part of the air-circuit itself. We feel as if the balloon were a candle-snuffer of the stars, whizzing through the cold of the realms between the worlds. We do not speak to one another; we merely steer constantly through the dark and hear nothing but the storm-waves that break with almost indescribable noise against the fore part of the air-cruiser, then hurry like cold water along its flanks and whirl around the gondola with their howling and threatening voices. This ocean of air that rushes against us penetrates our clothing and encircles our bodies with coats of mail in which we learn to know the damp and fleeting spirit of the weather.
>
> No, there is nothing so wonderful, so tragically thrilling, as to float in mid-air and keep the prow ever pointed toward the starry pictures of the sky. Whoever has experienced that once will never forget it. If he were condemned to live on earth, he would become a solitary and brooding man.
>
> And when, now, as we fly on in the *Zeppelin*, there bob up in the deep black



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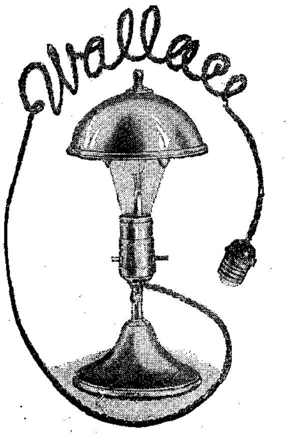

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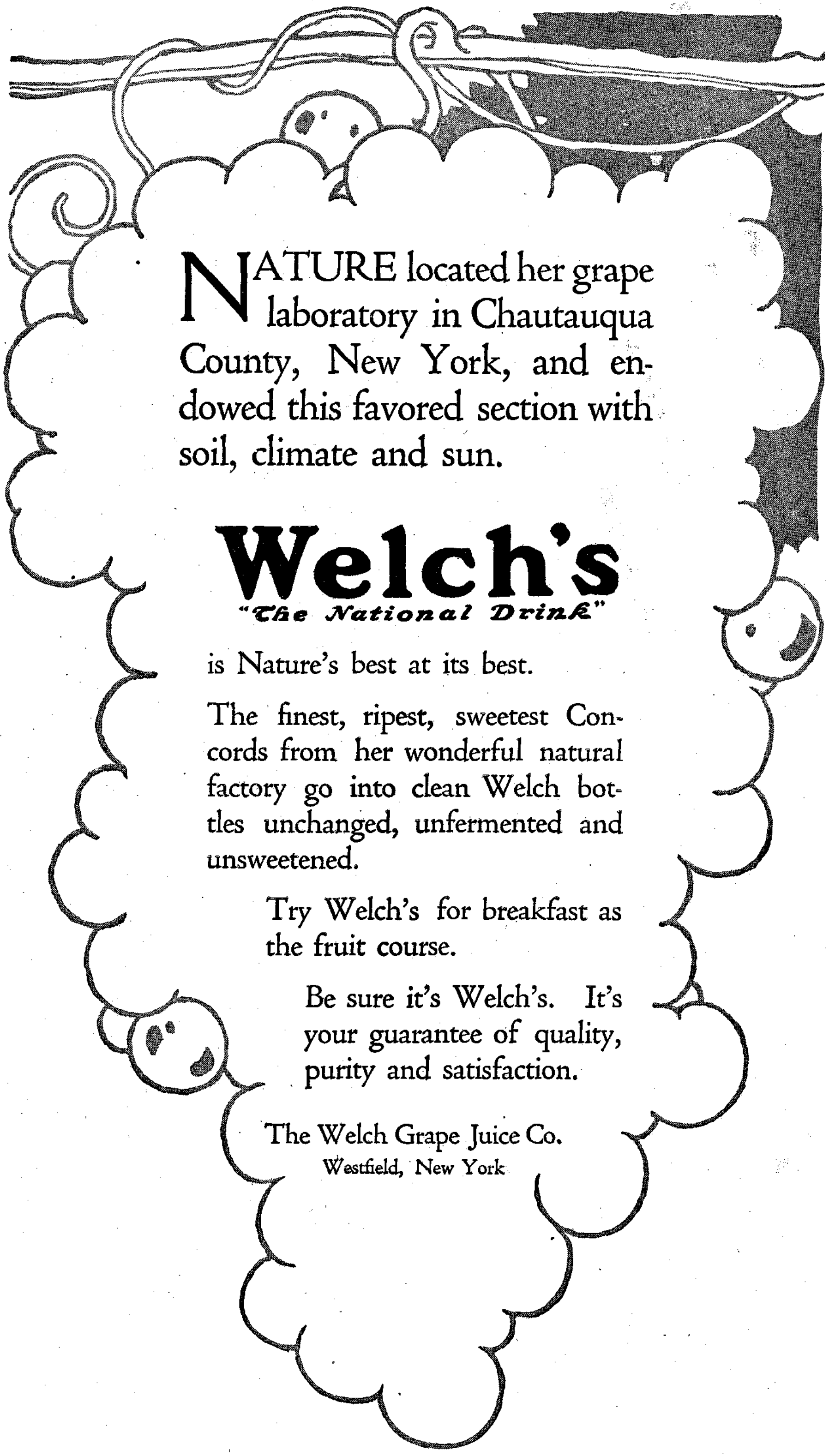

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night below us the weak rays of light of a city or village, we have the same feeling as a bird of prey when it spies its victim. While the air-cruiser hurries through the clouds, the town with its many lights seems to hurry to meet us, like a great fleet which is being driven across the sea by a wind heavy with fate, while no one on board of the ship dreams of the nearness of death.

Then we let fall our bomb; we see an enormous white-hot flame in the dark depths, and hear the explosion boom muffled up to us like the voice of a gigantic uncanny thing. Then the air-pressure drives the prow of the *Zeppelin* upward, as a sea-ship is borne upward by a great wave, but it is a freer, softer movement, and it seems like the breathing of the giant bird.

Then, slowly, the prow sinks again, while the icy cold of the air and storm again whirl around us

A BAREFOOT MILLIONAIRE

RANKIN CLEMMONS, "barefoot millionaire," was remarkable for three things; first, that he owned more land than any other single holder in all the Blue Grass region of Kentucky; secondly, that he lived to be ninety and was hale and hearty and master of his affairs up to within three weeks of his death; and thirdly, that, living as he did to a ripe old age without the aid of doctors or medicine, he did not make a doctrine of his way of living and claim that all people might live to be as old as he, did they follow it. Instead, he remarked emphatically to the usual death-bed reporter:

> I can say how I have lived, but this does not establish a rule. People may be born weak or strong, you know. I have never been sick until now. I have lived regularly. Maybe some other person might have been as methodical and not have been benefited. When I was younger I arose always at four o'clock. I went to bed at eight. Those hours haven't meant much as a rule to follow. It's what one does between getting up and going to bed which counts.
>
> Advice to the coming generation? Why, my children never would accept my advice. I've quit giving advice. But, if somebody would follow what I said, I'd say, first, attend to your own business.

Rankin Clemmons was born near South Elkhorn, Kentucky, and lived in that neighborhood most of his life. The little farm where he was born, when once he had earned enough money at the butcher's trade to begin his investments, became the nucleus of a 9,000- to 10,000-acre tract that spread into three counties. Mr. Clemmons was accounted an eccentric man, which is to say, in part, at least, that he knew his own mind, and was not afraid of criticism. He was not a miser, tho he could keep his grip on a dollar as long as any man, until he saw reason in letting it go. The fortune he amassed, which is estimated as over a million dollars, is probably the largest ever gathered together by a "native" in similar circumstances. It marks him in many respects, says one Kentuckian, as "one of the most notable men Kentucky ever produced," and to this estimate a close business acquaintance adds:

> A miser alone could not have accumulated a million dollars within a lifetime under the quiet, unadventurous surroundings of a Kentucky farm, to which Mr. Clemmons's activities were confined. It was his clear-headed, well-organized business brain which would have made him successful in any department of finance.

This unusual financier's whole life, declares the Louisville *Courier-Journal*, was given up to the accumulation of his fortune, and he seemed to have no greater interest. He did not know the meaning of recreation, beyond that of natural sleep after fatigue. His play was work, work was his chief interest, his doctor, his philosophy, and religion. "I know that I've been square," was his summing up of his spiritual life; "I know I've done right by others. If that fails, I can stand the cost." Of his many eccentricities we read:

> He had up to the end of his life gone barefoot in the summer-time, except when he came to town, had never bought a newspaper or book; had never ridden in an automobile or upon an electric car, used a telephone, or, as far as is known, sent a telegraph message. He was, however, a shrewd and alert observer, and kept well informed on current events through association with others and perusal of newspapers which happened to come into his hands without cost, and was not averse to utilizing modern farming implements in his agricultural operations. However, his life business was that of agricultural financier rather than farmer, he personally working but little of his vast domain of blue-grass land.
>
> The farming upon his property was done almost entirely by tenants, tho he himself had daily done hard manual labor throughout his long life. Only last fall, when eighty-nine years old, he was cutting briers upon his place just before he became confined with the illness which caused his death. A peculiarity was that he would never raise tobacco, not even on the shares with tenants, as is the almost universal custom in the Burley belt. If a man wanted to raise tobacco upon his land Mr. Clemmons would rent him the ground at $40 an acre.
>
> "I don't know anything about raising tobacco," he would say, "but if you want to raise it upon my land you can go on and do so, and give me your note at $40 an acre per annum, which people say tobacco-land is worth, and pay it when you sell the crop."
>
> In all his many years Mr. Clemmons had never called in a physician until during his last illness, when his family induced him to let Dr. Holloway, a retired practitioner and an old neighbor, come and prescribe for him. When he had been sick he would not have a doctor or buy medicine, but would take any medicine whatever for his ailment that any person would recommend and bring him. Several years ago it was thought he would die from an attack of erysipelas, but he stedfastly refused to call in a physician, and on

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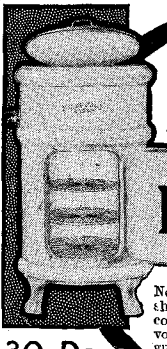

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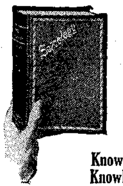

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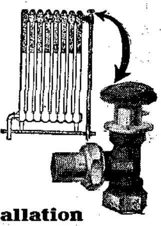

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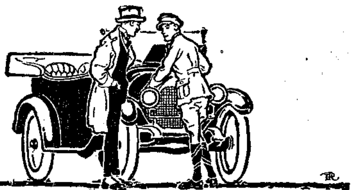
another occasion he cut his foot almost off with a scythe, and, tho threatened with lockjaw, he persistently scorned surgical treatment. He to the last had a good set of natural teeth, and tho his hair was gray he was but slightly bald. He had never in his life paid for a hair-cut or a shave, but had kept his locks and beard within bounds by trimming them himself. On the farm he went barefoot in summer, but in winter, as a protection to his health, wore heavy brogan shoes and woolen socks. He thought money wasted in buying clothes, and sometimes went almost in tatters even when he came to town, and frequently was thinly clad in the severest winter weather.

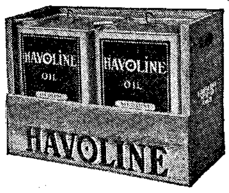
To a peculiar habit of his a close acquaintance attributed much credit toward his long life and ordinarily good health. This was his fondness for the sunshine. There was a walk made of large stones leading from the Clemmons house to the barn, and in the hottest days of summer, the acquaintance says, he had seen Mr. Clemmons, while resting during the noon dinner-hour, stretch himself flat upon his back upon these stones and sleep serenely, with his hat alone shading his eyes. He was, however, a man of sturdy natural physique, and spent nearly all of his life in the open air, altho he at times suffered privations because of his indisposition to purchase for himself needed food and clothing. He was fond of good eating, too, his neighbors say, if somebody else would furnish it. But if left to buy his own food he would munch bacon and corn pone with equal relish and always perfect digestion.

He never wore a watch in his life, and tho he at one time had two clocks in the house, one of which was an ancient brass timepiece, probably an heirloom, when these were stolen many years ago they were not replaced. The sun was his timekeeper. He went to work by its rising and considered it time to quit when it had set. He never used a vehicle for travel, but came to town on horseback, and even made his last visit here several weeks ago by that method.

Rankin Clemmons allowed himself just one "blowout," and that was when he got married. He then went to town and purchased for himself the best and the finest bridegroom's outfit, in the mode of that day, that could be found. After the ceremony the costume was put away in the attic and never worn again. Years afterward, robbers entered Mr. Clemmons's house and took the wedding-suit with them when they left, an incident which probably did not fail to convince the old gentleman of the folly of extravagance. His somewhat parsimonious tendencies did not completely overshadow, however, a number of fine characteristics and sturdy virtues, of which mention is made:

> He was thoroughly and punctiliously honest, giving to all men every cent that was owed, and expecting the same in return. No person ever fooled him but once, and he had the keenest contempt for a man who ever broke his word or failed to pay an indebtedness. He was frankly and warmly hospitable, inviting whoever chanced to be at his home to partake of the approaching meal, and offering what food happened to be upon his board with unreserved generosity but without





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Motorist: "Well, is it O. K. for this kind of a car?"

Chauffeur: "O.K.'s the word. Your car takes HAVOLINE Medium. There are different grades for the different makes."

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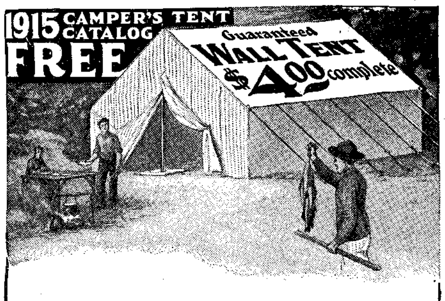
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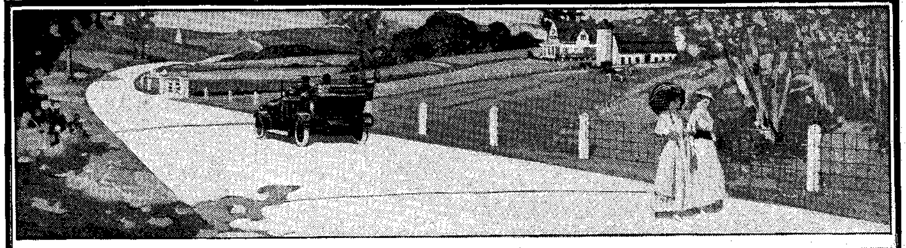
apology, tho it should be nothing but bacon and corn-bread. His one gleam of sentiment was shown in the fact that he preserved upon one of the farms that he owned the old log cabin in which he had been born, refusing to allow tenants to occupy it up to the time it was accidentally burned a few years ago.

A DRUGGED AMERICA

"WE ARE a nation of newspaper readers," remarks a writer in *Scribner's*, and the reader feels that this is somehow vastly complimentary and is pleased. Another writer, however, puts the matter in a different light. To Victor Murdock, of Wichita, we are a nation of mental drug-fiends and drunkards, who intoxicate our minds or lull our brains into torpor by a constant, benumbing perusal of "sensations" in the daily papers. Worse than that, we have made the papers our slaves, and compel them solicitously to purvey the choicest and spiciest bits of gossip to us daily, and even hourly. In *The Eagle* he writes:

> This morning there are three distinct and flourishing motes in the public eye, and the specialist does not live who has power to remove them, to modify the distress they cause, nor to put merciful blinkers on the patient. Pittsburg comes forward cheerfully with a divorce in high life, a pitiful tangle of wilful wrong in which Society is wildly interested; a man in Commerce, Oklahoma, kills his wife's suspected lover in an open street; details are spared us to-day, doubtless to bloom to-morrow in full flower; a woman in Chicago takes gas, dies, and thereby reveals the presence of an amorous "mystery" yet to be revealed. Three motes. No wonder we are half-blinded when we turn toward the light!
>
> The press is the one power left whose "freedom" we talk about, write about, and insist upon recognizing on national holidays. By these dispatches this morning, judge how vital this "freedom" is. They can not be cut out, because the people want all the news, fit and unfit. Divorce-proceedings and love-intrigues are printed, because the people demand them; that's the long-standing apology for the condition. But the people want them because their appetite for such news has been carefully cultivated. That's the long-suffering fact. The very presence of a censor of public entertainments is one of the results of this appetite. The people are so used to thrillers that anything less than startling is rejected as puerile and impotent. They are used to thrillers, as the Mexican is used to red pepper. An abnormal appetite demands the stimulant it is used to, or it goes to pieces. If sensational love developments were left out of our daily papers, the dear public would crumple up and be carried to a hospital, after the manner of the dope-fiends in Chicago. "The freedom of the press" is a solemn fiction, staid and of noble bearing; in practise, it is a servile freedom—the narrow confines of a self-made cage. It is of use mainly to wave a flag at, and prop the Fourth-of-July orator when his auditors are supposed to want "the old-line dope."



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WITHIN fifteen years traffic conditions have changed more than in fifteen centuries. The use of the automobile has brought with it the urgent need for permanent road construction. Dirt or Macadam roads were good enough for ironshod vehicles that rarely moved faster than eight miles per hour, because the fine dust these vehicles ground out served as a binder to the surface of the road.

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SPICE OF LIFE

Suspicious.—"No, sir, I've never written for a comic paper before!"

"Then how'd you get that ugly scar on your face?"—*Yale Record.*

Harsh.—PRODUCER—"The comedians seemed nervous. What they needed was life."

CRITIC—"You're too severe! Twenty years would be enough."—*Judge.*

Erratic.—"Why do you compare my marksmanship with lightning?" asked the recruit.

"Because," replied the instructor, "it never hits twice in the same place."—*Washington Star.*

Man's Part.—"Woman," says Dr. Anna Shaw, "ever has been man's companion, sharing his exile, espousing his cause, and buckling on his armor." And man ever has been woman's companion, sharing her happiness, espousing her when she would have him, and buttoning her up the back.—*Boston Globe.*

In the Usual Way.—By way of enlarging the children's vocabulary, our village school-teacher is in the habit of giving them a certain word and asking them to form a sentence in which that word occurs. The other day she gave the class the word "notwithstanding." There was a pause, and then a bright-faced youngster held up his hand.

"Well, what is your sentence, Tommy?" asked the teacher.

"Father wore his trousers out, but notwithstanding."—*Tit-Bits.*

Not His Fault.—SERGEANT (disgustedly to Private Jones)—"Stop! Don't waste your last bullet. Nineteen are quite enough to blaze away without hitting the target once. Go behind that wall there and blow your brains out."

Jones walked quietly away, and a few seconds later a shot rang out.

"Good heavens! Has that fool done what I told him?" cried the sergeant, running behind the wall. Great was his relief when he saw Private Jones coming toward him.

"Sorry, sergeant," he said apologetically, "another miss."—*Boston Transcript.*

Why Our Hair Is Turning Gray.

Special Cable Dispatch to THE SUN

BERLIN, by wireless to London, May 12.—The following Turkish official statement has been received from Constantinople:

A Russian fleet of five battle-ships, two cruisers, twelve destroyers, and some transports approached the entrance to the Bosporus yesterday morning.

Our cruiser, the *Sultan Janus Selim* (the German battle-cruiser *Goeben*), opened a heavy fire, and the Russian fleet hastily retreated toward Sebastopol. The battleships leading the Russian line were badly damaged. The Russian fleet escaped only by entering the harbor of Sebastopol.

Special Cable Dispatch to THE SUN

LONDON, May 12.—*The Daily Mail* correspondent at Odessa reports an engagement between the Russian Black Sea fleet and the Turkish *Sultan Selim*, formerly the German ship *Goeben*. The *Goeben*, finally escaped into the Bosporus, badly damaged.

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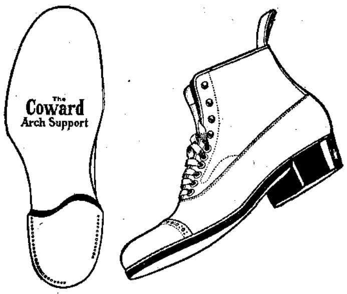

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Forewarned.—CAUTIOUS DOCTOR—"Excuse me for bringing you my bill; but you know how difficult it is to get money out of any one's heirs."—*Boston Transcript.*

Transients.—"Do you keep any servants?"

"No, of course, not."

"But I thought I saw one in your kitchen?"

"Oh, we have servants on the premises a day or two at a time; but we don't keep them."—*Houston Post.*

Hope.—"Yes, she rejected me, but she did it in a most encouraging way."

"How was that?"

"As I went away, she pointed to the footprints that I had made on the carpet, and said: 'The next time you come to propose to me, I want you to wipe your shoes clean!'"—*Der Guckkasten.*

Boundaries Needed.—"Ma! Ma!" bawled Freddie as the usual morning wash was going on. "Do my ears belong to my face or my neck?"

Ma temporized. "Why, what is the matter?" she asked.

"I want it decided now. Every time you tell Mary to wash my face or my neck she washes my ears too."—*Ladies' Home Journal.*

A Hint.—Despite the chilly spring day little Wilbur was out playing without his coat. This worried a neighbor, but her advice went unheeded. Finally, she said: "Wilbur, go home and get your coat, and when you come back I'll give you a piece of cake."

The bribe worked, and Wilbur soon returned with his coat on and was duly rewarded. Next day he knocked at the door to announce significantly:

"I ain't got my coat on to-day."—*Christian Register.*

Narrow Margin.—A circus man tells this one:

"We were doing Pottstown, Pa. The price of admission was 25 cents—children under ten years of age 10 cents.

"Among the first to arrive were a lad of about eighteen and his little sister. He laid down 35 cents and asked for two front seats.

"'How old is the little girl?' asked the ticket-seller.

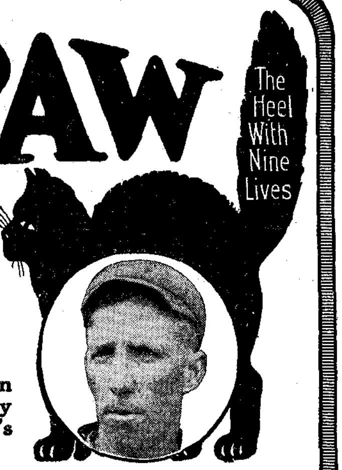
"'Well,' said the boy, 'this is her tenth birthday to-day. But she was not born until five o'clock in the afternoon!'"—*New York Times.*

A Long-Felt Want.—Danny Claire, a prisoner at the Federal penitentiary at Fort Leavenworth, has a good sense of humor. When the Terre Haute election crooks arrived at the prison, heading the group was Donn Roberts, mayor of Terre Haute. Convicts at work in the prison yard paused to look curiously at the string of new prisoners coming in. Among them was Danny Claire, former baseball-player. The convicts have baseball teams, and once in a while they have a game. Danny is pitcher. When he saw the prisoners coming in he asked:

"Who is that smooth-faced fellow in the lead?" When told that it was Mayor Roberts, Danny said:

"Well, I'm glad the mayor is here. He can pitch the first ball when we have our games."—*Kansas City Star.*

CAT'S PAW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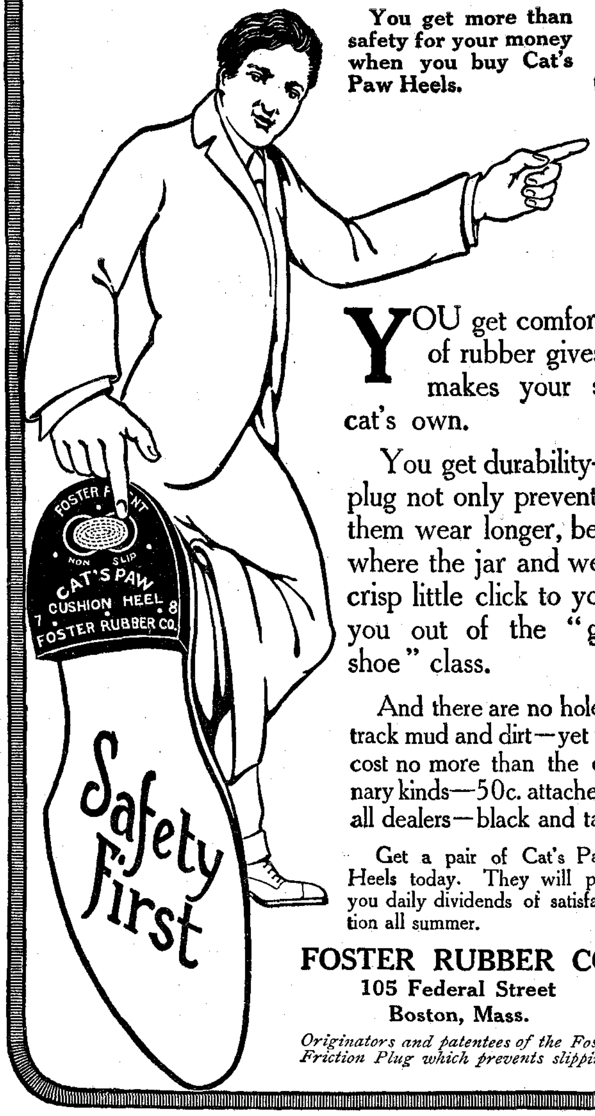
"I have found the best recipe for taking care of my legs and feet off the field—a recipe that saves them from the wear and tear of walking on concrete and brick. It's spelled C-A-T-'S P-A-W H-E-E-L-S."

Harry Gowdy



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You get durability—the Foster Friction plug not only prevents slipping, but makes them wear longer, because the plug is put where the jar and wear comes—gives that crisp little click to your step which keeps you out of the "gum shoe" class.

And there are no holes to track mud and dirt—yet they cost no more than the ordinary kinds—50c. attached—all dealers—black and tan.

Get a pair of Cat's Paw Heels today. They will pay you daily dividends of satisfaction all summer.

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105 Federal Street
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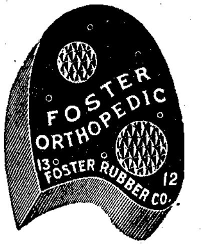

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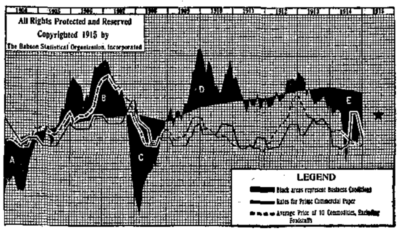

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INVESTMENTS - AND - FINANCE

COMMODITY PRICES AS AFFECTED BY THE WAR

A STUDY has been made for the New York *Times Annalist* of the effects of the war on articles which feed, clothe, and house people, and on those which enter into the manufacture of raw material into finished products. Many influences have been at work in changing commodity prices, among these the stoppage of imports from Germany of many things essential to industries elsewhere, and which could not be manufactured elsewhere; an unexpected and enormous demand from us of supplies for military purposes; severe depression because of dependence on Europe for markets practically closed by the war, and a stagnation in general lines of business due to war-conditions. Some fifty commodities were chosen at random from wholesale price-lists, by the writer in *The Annalist*. Only three of these were found to stand at the same price at the end of April, 1915, as they stood at on the corresponding day last year. All the others show changes, some unimportant, but many of them extravagant. Carbolic acid, for example, an article of which many uses are made in general industries, on April, 1914, was quoted at 7⅞ cents a pound. Carbolic acid is a commodity chiefly made in Germany; in April this year it had risen to $1.25 a pound, an increase of nearly 1,500 per cent. While carbolic acid holds the record for increase, there are other commodities in which occurred changes really astonishing. The writer comments on some of these and gives the table printed below.

"Cotton and cotton-goods are fairly representative of price-trends in that industry. They do not, however, show the depths to which prices fell in the opening weeks of the war, when the outlook for cotton was as gloomy as could well be imagined, nor do they reflect the general recovery which set in later and which promises to put the industry on the level of a year ago if the present demand for the raw product and the goods manufactured therefrom continues unabated. Should the war be prolonged till the fall, there is every likelihood that this will prove to be the case, for the need of cotton to supply winter clothing for the vast armies in the field was not so urgent as will be the demand for the purposes of manufacturing summer clothing.

"The prices of wool and wool-products, which were thought to be threatened with a severe slump because of tariff reductions, rose substantially with the demand from the warring nations, so that wool benefited to about the same extent relatively as cotton was deprest. France particularly made large purchases in this market, because the embargoes put on wool by England and Australia shut her off from the only other markets where woolen goods were available in large quantities.

"Of the price-changes wrought by war

Commodity	*Minimum Price on*		*Change*	
	Apr. 30, 1915	*Apr. 30, 1914*	*Amount*	*Per Cent.*
COTTON AND COTTON-GOODS:				
Cotton, spot, Middling upland	$0.1050	$0.1300	$0.0250	− 19.2
Brown sheetings, standard	.06¼	.08	− .01¾	− 21.9
Standard prints	.05	.05¼	− .00¼	− 4.8
WOOL AND WOOLEN GOODS:				
Wool, Ohio X	.28	.25	+ .03	+ 12.0
Serge, 11 oz	1.30	1.17½	+ .12½	+ 10.6
Fancy cassimere, 16 oz	1.37½	1.20	+ .17½	+ 14.6
DYESTUFFS:				
Bichromate of potash, American	.16	.06¾	+ .09¼	+ 137.0
Indigo, Bengal	3.00	.80	+2.20	+ 275.0
Prussiate potash, yellow	.40	.13	+ .27	+ 207.7
DRUGS AND CHEMICALS:				
Carbolic, drums	1.25	.07⅞	+1.17⅛	+1487.2
Chlorate potash	.38	.08	+ .30	+ 375.0
Fusel oil, refined	2.60	1.95	+ .65	+ 33.3
Gum Arabic, firsts	.25	.38	− .13	− 34.2
Quicksilver	1.15	.54	+ .61	+ 112.9
Saltpeter, crude	8.00	4.75	+3.25	+ 69.5
Creosote, beechwood	.93	.53	+ .40	+ 75.3
FERTILIZERS:				
Muriate potash, basis 80 per cent	2.00	1.95	+ .05	+ 2.6
Sulfate potash, basis 90 per cent	2.45	2.37½	+ .07½	+ 3.1
FOODS:				
Grains and Flours:				
Wheat, cash, No. 2 Red, Chicago	1.62½	.95	+ .67½	+ 71.1
Oats, cash, Standards, Chicago	.55¾	.39	+ .16¾	+ 42.9
Corn, cash, No. 3 White, Chicago	.78½	.67½	+ .11	+ 16.3
Flour, wheat, spring patents	7.75	4.20	+3.55	+ 84.5
Flour, wheat, winter straights	6.85	4.05	+2.80	+ 69.1
Rye-flour in wood	6.45	3.45	+3.00	+ 86.9
OTHER FOODS:				
Beef, live, Chicago	6.15	7.15	−1.00	− 13.9
Hogs, live, Chicago	7.55	8.30	− .75	− 9.0
Sheep, live, Chicago	7.40	4.90	+2.50	+ 51.0
Coffee, Rio 7	.07¾	.08¾	− .01	− 11.4
Tea, best Japan	.33	.30	+ .03	+ 10.0
Sugar, fine granulated	.06	.0385	+ .0215	+ 55.8
HIDES AND LEATHERS:				
Packer, No. 1 native, Chicago	.20½	.18½	+ .02	+ 10.8
Union backs, heavy	.44	.44	......	......
Non-acid, common	.30	.29½	+ .00½	+ 1.7
METALS:				
Pig iron, basic, Valley, furnace	12.50	13.00	− .50	− 3.8
Steel beams, Pittsburg	1.20	1.15	+ .05	+ 4.3
Copper, Lake, New York	.21	.145	+ .065	+ 44.8
Spelter, New York	.14½	.05	+ .09½	+ 190.0
Lead, New York	.0417½	.0390	+ .0027½	+ 7.1
Tin, New York	.39½	.34½	+ .05	+ 14.5
LUMBER:				
Hemlock, Pennsylvania, base price per 1,000 feet	22.50	24.50	−2.00	− 8.1
White pine, No. 1 barn, 1×4	37.50	37.50	......	......
Oak, plain, 4×4, firsts and seconds	55.00	59.00	−4.00	− 6.8
Chestnut, 4×4, firsts	47.00	50.00	−3.00	− 6.0
MISCELLANEOUS:				
Coconut-oil, Cochin	.11⅜	.10¾	+ .00⅝	+ 5.8
White lead in oil	.06¾	.07¼	− .00½	− 6.9
Paper, news sheet	2.25	2.25	......	......
Petroleum, crude, at well	1.35	2.00	− .65	− 32.5
Rubber, up-river, fine	.60	.74½	− .14½	− 19.4
Silk, raw, Italian, classical	3.55	4.55	−1.00	− 21.9
Hemp, Manila, fair	.10½	.08	+ .02½	+ 31.2

none are more striking than those in dye-stuffs, drugs, and chemicals. Three of the former are shown in the table, and the smallest advance recorded by any of them was 137 per cent., the average for the three being well above 200 per cent. Here, again, the fact that we normally import large amounts from Germany and are now unable to obtain any at all from that country is in the main responsible for the tremendous rises recorded, and that likewise holds true of the startling price-changes in drugs and chemicals.

"Copper, particularly, has been very active recently because of the export demand. The fluctuations through the war months of the price of that metal were very similar to those of raw cotton. When war broke out, stringent measures were taken by the large producers to save what looked like a very bad situation. The output of the larger mines was cut in half, and many of the smaller ones shut down entirely. Despite this restriction of production, the price of the metal declined rapidly, until it was at a very low level. For several months the market was dormant, but toward the later part of the year a strong and increasing demand began to appear, and the prices have risen so rapidly, to a point considerably above normal, that a runaway market is feared by some of the producers. Lead, tin, and spelter have fluctuated in much the same manner, but the prices of pig iron and steel have been more stable.

"The price movements of the basic foods have differed a great deal, but a composite of a large number of them shows that there was a very decided upward swing in the first few weeks after the outbreak of hostilities, and this was followed by a reaction almost as pronounced. Prices again recovered, however, and they have for the last three or four months fluctuated at a point between 10 and 15 per cent. above the level of April, 1914.

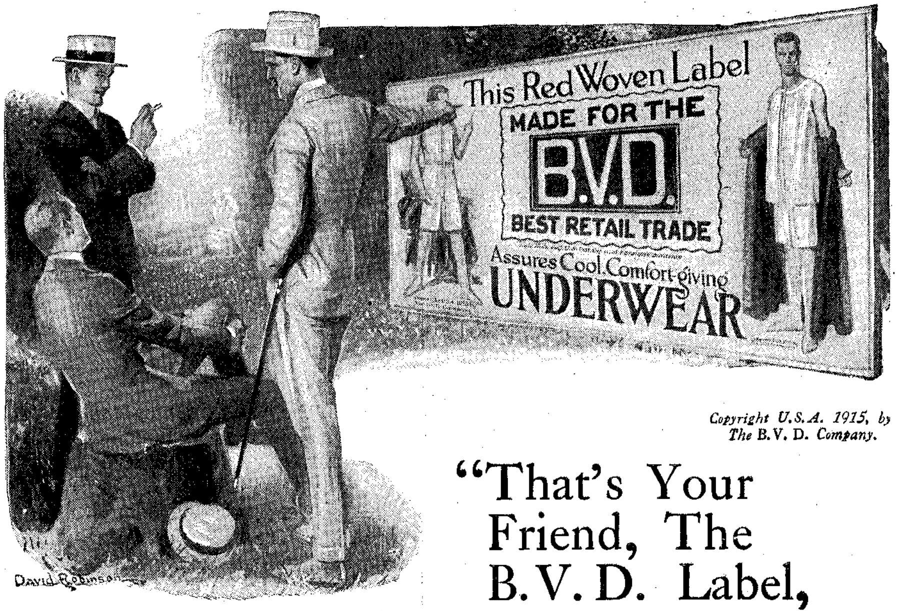
"The breadstuffs particularly have risen enormously in price. Cash wheat, which was worth only 95 cents a bushel at the end of April, 1914,—and that price is considerably above the normal level—sold on Friday for $1.62½, an increase of more than 70 per cent. The same tendency is exhibited by all the other cereals, tho the rise has not been so great in any of the others as it was in wheat. Wheat-flour, too, has risen enormously in value. The advance, which began in the first days of August and continued for a number of months, culminated in the early part of the year, when popular resentment against an increase of 1 cent. in the selling-price of a loaf of bread so reduced consumption as to bring a reaction.

"Sugar is another commodity which has advanced very sharply, the rise being due to the curtailment in the production of beet-sugar in Europe. Coffee, which was already selling below a normal price, slumped still more, and is now more than 11 per cent. under the April level of last year. On the other hand, tea has advanced."

STOCK TRANSACTIONS IN APRIL

During the month of April dealings in stocks on the New York Exchange reached a total of 21,220,643 shares, an increase of 13,379,000 shares over March and 3,959,400 more than for all the first three months of the year. There were six days in April when transactions were for more than 1,000,000 shares. On one day (April 19) they were only 20,000 shares short of a million and a half. The sales for April were larger than in any single month since January, 1910. The daily average in April was 840,827 shares.

Bond-sales in April were also great, the total being $109,112,000, an increase over March of $46,215,000, or nearly double.



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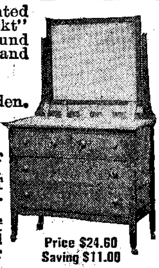

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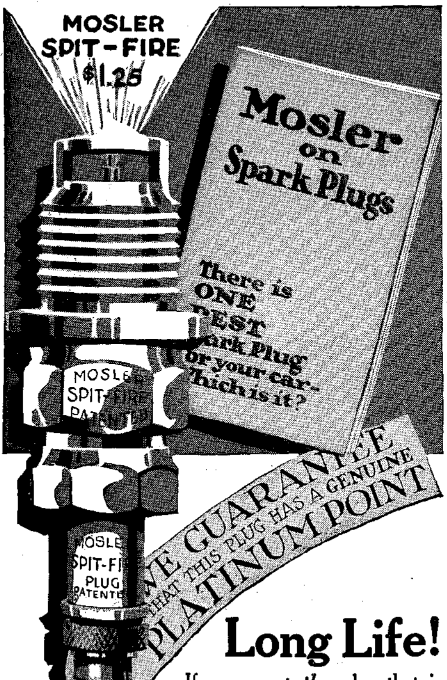
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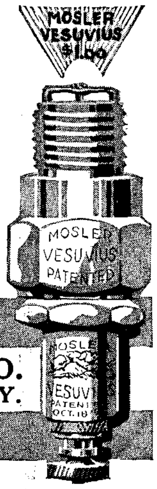

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This increase, when compared with sales for April, 1914, and April, 1913, was even greater. The only recent month when sales of bonds were larger was January, 1912, but they were larger in that month by $634,500 only. The daily average sale of bonds in April was $4,364,500. On April 28 sales amounted to $10,318,000, which was the largest sum for any single day since June 4, 1909. The heavy selling on April 28 was due chiefly to activity in the New York Central debenture sixes. That issue alone furnished 72 per cent. of the day's transactions in bonds.

PREDICTIONS OF TARIFF-REVISIONS

When the new Congress meets in December, it is predicted in Washington by careful observers that an active demand will arise for tariff-revision. It is said that even Democrats will demand revision. One reason for these predictions is that the new conditions to follow the war will make revisions necessary. These predictions are predicated on an assumption that the war will have ended by December. The Washington correspondent of *The Journal of Commerce* declares that sentiment favorable to revision pervades a "large portion of official Washington." No one seems to believe that at present President Wilson would favor revision, but by next December, in case the war is then ended, he would probably be willing to listen to suggestions for revision and "would very likely agree to a gradual alteration of a number of the schedules." The *Journal of Commerce* correspondent says further:

> "Your correspondent discust this question with one of the important members of the Democratic party, a man whose counsel is greatly sought and who is holding a very important position in the present Administration.
>
> "It was pointed out that the end of the war will bring about many readjustments in commerce. The present demand for war-material will stop. This will cause a great and sudden decrease in the exports from the United States which will not be made up by the expected increase in demand for the commodities of ordinary trade, such as materials used in constructive work and repairs. Rather than increasing our exports with Europe after the war, it is expected that Europe will begin to send us more imports. Great Britain, Germany, and France will undoubtedly use every effort to recover lost trade and will utilize the American markets to the full. The result of this will be that our exports will decrease considerably and our imports will increase. The favorable trade-balance we are now building up will then be wiped out.
>
> "It has been estimated that the total value of American securities held abroad is probably not less than $6,000,000,000. No matter how the European War ends, no matter whether it is a draw or whether one or the other side is crusht, there will be a great readjustment of values abroad. Europeans may be expected to sell American securities and subscribe to their own funded debt. This is but a natural tendency prompted by a spirit of self-protection. This same spirit will prompt the Europeans to rebuild their industries and to seek again with renewed energy foreign markets. Both of these tendencies, it is suggested, will have a reflex effect upon us. For a time at least it is anticipated that the Europeans will attempt to come into the American markets at reduced prices and to take full advantage of the present low tariff-rates.
>
> "Iron and steel are singled out as one schedule which will need revision next winter, as also will the sugar schedule.

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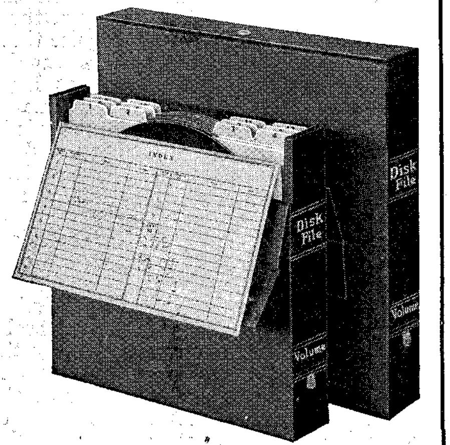

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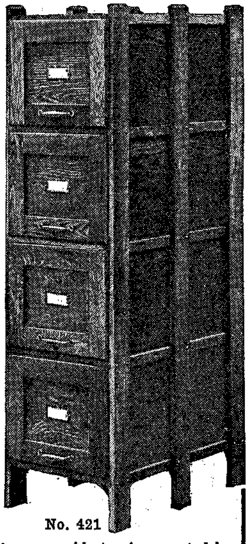

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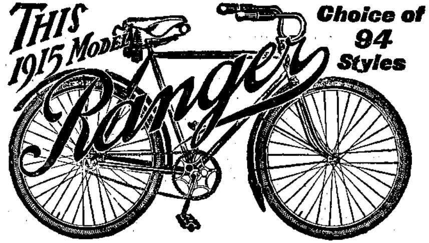

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Sugar is to go on the free list next March. The result will be that the Government will lose about $50,000,000 needed annual revenue without materially aiding domestic consumers. When sugar goes on the free list, it is declared, the Louisiana cane industry will be destroyed and the beet-sugar industry of the West greatly injured. If any saving were to be had to the consumer this loss in revenue might be excused, it is declared. The situation, however, is explained here by a humorous remark that is going the rounds: 'You have to drink 60 cups of coffee to save a nickel from the reduced cost of sugar.'

"Pig iron is on the free list. A duty on this, as well as an increase in the iron and steel duties all along the line, is expected to be demanded of Congress this winter. The war has given the industry some slight protection, but, it was explained, the fact must not be lost sight of that under the present tariff foreign steel and iron can be brought to the United States as ballast, and can be shipped inland for 250 miles before it is brought upon equal competition with domestic iron- and steel-products. The freight-rates will probably prevent foreign competition further than 300 miles inland. Three hundred miles inland affords a large territory to foreign manufacturers, it is declared, and takes a large territory away from domestic manufacturers. It throws the whole of the Eastern coast and a large part of the Southern farming region open to the foreign producers."

WILL THE ECONOMIES OF RAILROADS BECOME PERMANENT?

Writers in financial journals are intimating that the economies forced upon railroads by depression and Government interference promise to establish a new era in railway management. Many handicaps in management have in this process been passing away. New avenues through which savings could be effected have been discovered, and there is promise of much greater efficiency in all departments, because of the substitution of live personalities for mere names on boards of directors. This new era seems likely to become permanent—at least in the matter of passenger traffic, in which for many years there has been a marked tendency toward unprofitable methods, because passenger traffic has been so extensively used for advertising purposes. A writer in *Financial America* declares that the public "has been spoiled by the multiplicity of luxurious trains" and by the extent and variety of service which has not always been established solely with a view to secure profits. It is believed that in future very substantial gains will be made by roads in consequence of a more profitable, but less sensational, operation of passenger departments. The writer says further:

"If the public wants these departments to be run at simple cost—if it wants more trains, more luxuries, and cheaper fares—it must be prepared to acquiesce in wider margins of profit on the carriage of freight, for while these will apparently be derived from economies they must be made even greater by further advances in freight-rates if the railroad industry is to be put in a position to supply facilities adequate to the demands of future growing business.

"And yet, when all has been said in favor of the progress that has been accomplished in the broad field of railroad operation, there are many critics who contend that part of the misfortunes that have befallen American carriers in the last few years has been due to the deficiencies of the managers themselves. They have not given that close attention to working out economies

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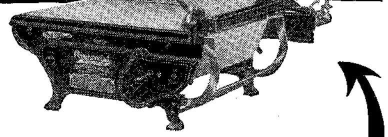

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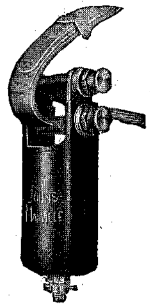

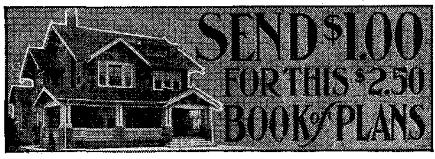
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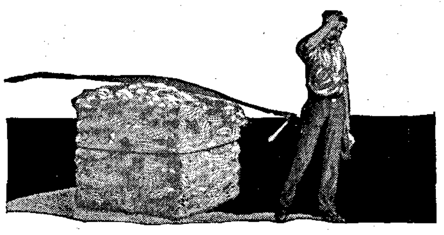
which is characteristic of most of our great industrial corporations and private business enterprises. For this condition a number of reasons will suggest themselves. In too many cases freight-traffic managers or heads of passenger departments have had as the supreme object in view the getting of a large volume of business in order to stand well in the eyes of the general managers or the presidents. To accomplish this, too little regard has been paid to the cost of securing the traffic—to the net rather than the gross results. Other officials have been inspired by the stimulus of rivalry with competing lines, and here again the profit of the business has been sacrificed to the 'glory' of showing a big bulk return. In fewer cases—but undoubtedly enough not to be ignored—there has been downright incompetency or a lack of conscientiousness in the performance of duties, especially in matters of minor detail.

"Large investment interests in railroad properties have often complained of the lack of interest as owners or partners in these enterprises that has affected the work of the operating or even directing and supervising officers. These men have held no stock in the companies to which they were attached and have cared only to earn their salaries as business-getters or business-handlers without much consideration of their supreme duty to the owners—the great mass of investor stockholders. The supineness of the American railroad stockholder is proverbial.

"There is little doubt that lack of proprietary interest among many directors has helped to produce careless railroad management in the past, or at least to prevent a maximum of efficiency being attained. There have been too many figure-heads on the lists of directors—too few men active in a conscientious performance of fiduciary duties. The day is passing when mere names—highly respectable and of much 'advertising' value—will take the place of live personalities pecuniarily interested in the properties they are chosen to direct and alert in scrutinizing expenses, assiduous in studying possibilities of economies, and single in their devotion to the ideal of obtaining for their fellow shareholders the best results consistent with the performance of the corporation's duties to the public. It is of interest to note what a prominent New York banking firm recently wrote apropos of this subject:

"'In Holland it is the custom to place the responsibility of directing the large industrial corporations upon a very few men, instead of having large boards of many members, as is the case here. In addition, these few men are required to own outright each a substantial block of stock, and this is deposited and made non-transferable, so that the director may not sell it. For all this, these managers or directors are well compensated by reasonable salaries and by a substantial share of the net earnings, a good, round percentage up to 5 and 10 per cent., which the joint managers divide. . . . These things are not required by law, but through generations of experience in business they have developed into settled and very closely followed custom. We shall, some time perhaps, in this country adopt this method of directing industrial and even railroad corporations.'

"There is little doubt, however, that more progressive management is beginning to show itself among our railroads. There have been great handicaps for years upon the best of the operating officials for which they could not be held responsible—handicaps of hostile popular sentiment, political oppression, unjust restraint. Necessity has compelled a more scientific study of retrenchment than was ever before indulged in. The results are beginning to appear, and they present promise of permanency."



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CURRENT EVENTS

EUROPEAN WAR

IN THE EAST

May 5.—The Austro-German forces in Galicia recapture Tarnow, on the Donajec, and drive the Russians from that and the Biala rivers. Russians in the Karpathians continue to withdraw, while the Austrian offensive at Lupkow and Uzsok passes strengthens.

May 7.—In Galicia, the Russians continue to retreat to the junction of the Donajec and the Vistula. Berlin reports that General von Mackensen, on the German right wing, comes into frequent contact with the retreating Russian forces of the Karpathians. An official résumé of the battle places the final concentration and completion of preparations of the Austro-Germans on April 30. Artillery began the attack on May 1, followed next day by a devastating fire over a four-mile front. By May 2 they had advanced ten miles and penetrated the main Russian position, taking over 20,000 prisoners. A Vienna paper announces that all credit for the recent successes in the Karpathians is due to the strategy of Field-Marshal Conrad von Hoetzendorf, Chief of Staff of the Austrian Army.

The Rockefeller Commission for Relief in Poland is informed that Western Poland, now in German possession, is in dire distress, owing to the cutting off of imports and the stopping of work in the mines. In three of the largest centers 10 per cent. of the population are wholly dependent on charity, and typhus, cholera, dysentery, and scarlet fever have raised the death-rate 12 per cent.

May 8.—German progress above the Niemen in northern Poland continues. Libau, on the coast, has suffered both land and water attacks.

IN THE WEST

May 5.—A French eye-witness with the army estimates the German loss in the last two weeks, incurred in the struggle in Belgium and against the extreme French right, to be 35,000 men.

May 7.—Berlin claims that all the Allied attempts to wrest from the Germans "Hill 60," near Ypres, have failed.

May 8.—Paris reports signal success above Arras, where four miles of trenches are taken, and, in places, as much as 2½ miles gained.

The German assault at Ypres, lax for two days, begins with renewed vigor, penetrating the Allied line at points near Frezenberg.

May 9.—The Germans break through the Allied line for some distance on the Poelcappelle road, to Wieltje, where they are halted. The Allied line reforms and makes a successful stand, with counter-attacks.

May 11.—The German drive at the Allied left wing continues with unparalleled violence, from Lombaertzyde to Arras. It is termed the greatest battle of the war.

May 12.—North of Arras the Allies are hotly engaged in an attempt to break through the German line, but without immediate gain.

GENERAL WAR NEWS

May 7.—The Cunard liner *Lusitania* is torpedoed near Kinsale on the Irish coast and sinks in fifteen minutes. One thousand one hundred and fifty-

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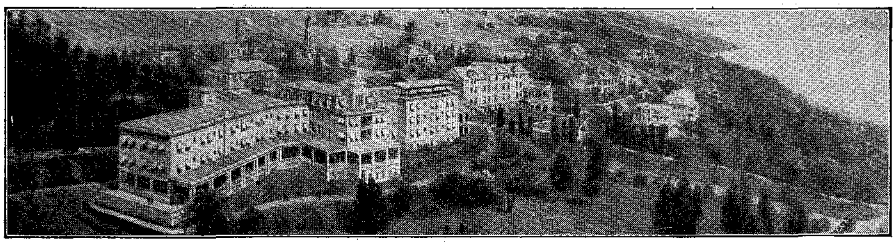

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two lives are lost, of whom 114 are Americans.

May 8.—Austria replies to Italy's demands with the offer of Trentino, autonomy for Trieste, islands on the Dalmatian coast, and a rectification of Italy's boundary as far as the Isonzo River, is the unofficial report.

May 10.—A note to the United States signed by the German Foreign Office expresses regret and sympathy for our losses in the *Lusitania*, but directs attention to Germany's warning, and places the blame upon Great Britain.

The coroner's verdict at Kinsale, over the *Lusitania* dead, is: "Wilful and wholesale murder by the German Emperor, his Government, and the officers and crew of the submarine."

May 11.—Italy finally rejects Austria's offer of large concessions, with a hint of war on May 20, say press reports.

The Berlin Foreign Office, in a communication to our Government, denies any intention of attacking neutral shipping not dealing in contraband and claims that "the most definite instructions have repeatedly been issued" to this effect. In case of harm to a neutral vessel in the war-zone, Germany will recognize its responsibility and make redress. In case of dispute as to Germany's guilt, she will submit the case freely to an international commission. In the case of a neutral carrying contraband, it will be dealt with "solely according to the rule of international law."

Anti-German riots cause trouble in London and Liverpool following the *Lusitania* sinking.

May 12.—The full report of the British Commission that has been investigating the reports of atrocities against non-combatants in the Western war-district is made public. Over the signatures of Viscount Bryce, Sir Frederick Pollock, Sir Edward Clarke, Sir Alfred Hopkinson, H. A. L. Fisher, Vice-Chancellor of the University of Sheffield, Harold Cox, and Sir Kenneth E. Digby, the members of the Commission, the report declares that for a definite period of time in the last weeks of August, along a definite line marking the German advance, atrocities were carried out in an organized manner, according to orders that officers durst not disobey. The report is a compilation of over 1,200 depositions by witnesses, whose testimonies were in all cases submitted to rigid cross-examination.

GENERAL FOREIGN

May 6.—Japan presents an ultimatum to China, in which some of her former demands, known as Group V, which were among the most objectionable, are eliminated. Forty-eight hours are given for China to deliberate.

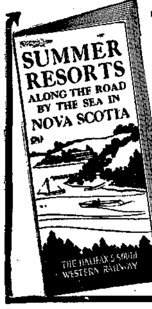
May 8.—China accepts Japan's latest demands without qualification.

May 11.—General Obregon's army, recently in pursuit of Villa, is now reported to be in flight before the Villaistas.

DOMESTIC

May 6.—This Government expresses its stand on the Chino-Japanese question

Travel and Resort Directory



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MISCELLANEOUS

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ST. JOHN PASSION
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to be that of non-interference in the present dispute, since it believes that Japan means no harm to the integrity of China, nor to the relations between China and other nations.

May 8.—The Atlantic fleet arrives in the Hudson River for the Naval Review.

An understanding is reached in Cleveland, Ohio, between mine-workers and owners, whereby from 12,000 to 15,000 coal-miners will return to work June 1, and a strike is settled that has lasted since April 1, 1914.

May 12.—The note to Germany upon the sinking of the *Lusitania* is prepared, after consideration by the President and Cabinet.

Too Sour.—Professor Copeland, of Harvard, as the story goes, reproved his students for coming late to class.

"This is a class in English composition," he remarked with sarcasm, "not an afternoon tea."

At the next meeting one girl was twenty minutes late. Professor Copeland waited until she had taken her seat. Then he remarked bitingly:

"How will you have your tea, Miss Brown?"

"Without the lemon, please," Miss Brown answered quite gently.—*Christian Register.*

Briefly Put.—An English professor, traveling through the hills, noted various quaint expressions. For instance, after a long ride the professor sought provisions at a mountain hut.

"What d' yo'-all want?" called out a woman.

"Madam," said the professor, "can we get corn bread here? We'd like to buy some of you."

"Corn bread? Corn bread, did yo' say?" Then she chuckled to herself, and her manner grew amiable. "Why, if corn bread's all yo' want, come right in, for that's just what I hain't got nothing else on hand but."—*Boston Herald.*

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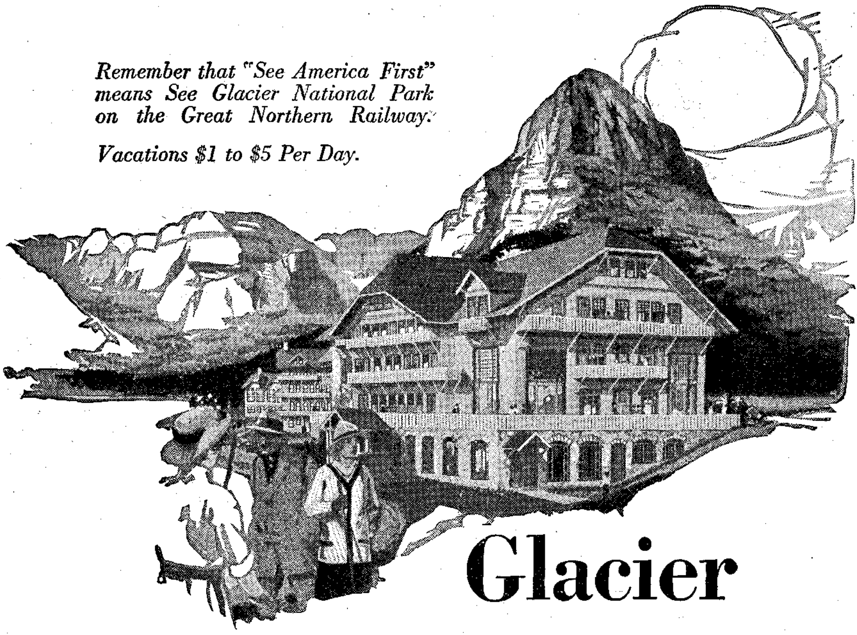

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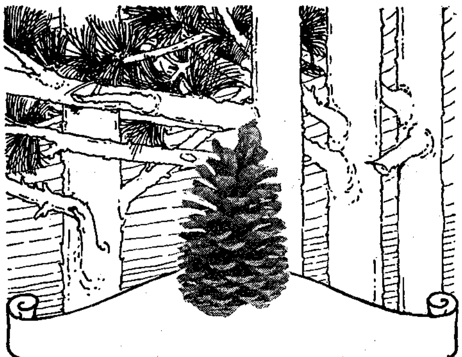

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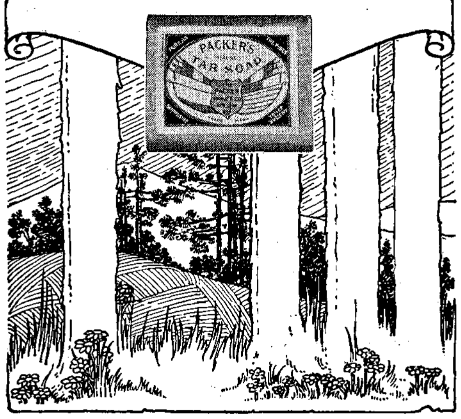

THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the current use of words, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"J. H. B.," New York, N. Y.—"Is there any rule of grammar which determines definitely the construction of sentences in which a noun or an adjective is followed by 'to' and an infinitive or by 'of' with a participle? We say: 'He had the misfortune *to* break both arms.' 'I have no hope *of* seeing him again.' How is this difference explained? Is there a choice between the following forms? (*a*) 'I have no intention of replying to him'; (*b*) 'I have no intention to reply to him.'"

Each of the two sentences you have given is grammatical. The choice between them is one of temperament. As between (*a*) and (*b*) the first is elliptical for "I have not the intention of . . . ," and there is little to choose between the two. "To reply to him" is correct, but the use of the infinitive is more abrupt, and therefore dogmatic.

"S. H. A.," Stamford, Conn.—"Please give pronunciation of *Gatun, Culebra, Chagres.*"

Ga-tun' is pronounced *ga-tūn'*—*a* as in *artistic* and *ū* as in *rūle*. *Cu-le'bra* is pronounced *kū-lē'bra*—*ū* as in *rūle*, *ē* as in *thēy*, and *a* as in *artistic*. *Cha'gres* is pronounced *chä'gres*—*ch* as in *church*, *ä* as in *ärm*, *e* as in *pen*.

"A. B. E.," Washington, D. C.—"(1) Kindly tell me if there is good authority for the use of the word *does* in the following sentence—'The lion represents the Babylonian monarchy; the lion, the king of beasts, standing at the head of his kind, as gold *does* metals.' (2) Is there any possible way in which the verb could be in the plural form in the following? 'The eagle's wings doubtless *denote* the rapidity with which Babylon extended its conquests.' (3) Will you also kindly tell me the style followed in regard to the punctuation accompanying omissions? For instance, in the sentence, 'He said unto them, O fools and slow of heart,' if it were desired to say, 'He said . . . O fools and slow of heart,' would the comma that occurs after *them* be placed after *said?*"

(1) The verb *do* is used as a substitute for almost any verb indicating action, operation, or production. In the sentence you submit, "does" is used to avoid "stands" and the resultant cacophony which it would produce. (2) The verb "denote" is used in the plural correctly, but is incorrect. The word "symbolize" is preferable. You would not say, "The eagle's wings denotes . . . ." (3) Yes, use the comma, but quote what is said: "He said unto them, 'O fools and slow of heart.'" "He said, . . . 'O fools and slow of heart.'" The dots indicate an omission, but the comma is necessary, as a pause is required before what follows. If the quotation is long, sometimes a colon is used.

"C. L. R.," Pittsburg, Pa.—"In speaking of the weather, is it proper to say same is inauspicious?"

The word auspicious means "presaging or bestowing good fortune," and therefore it is not correctly applied to weather. Occasions are *auspicious* and *inauspicious;* the weather may be *clement* or *inclement*, mild or stormy, or, as our English friends sometimes colloquially term it, "beastly."

"C. B. G.," Columbus, Ohio.—"Is it wrong to say: 'He is devoted to the cause of foreign *mission*'? Or, 'A contribution of a thousand dollars to foreign *mission*.'"

Mission work abroad is spoken of collectively as "foreign missions." *Mission* itself is a noun of singular number, the plural of which is formed by adding "s." If the person spoken of is connected with a particular mission, or the donation made to one mission, then the uses cited are correct.

"S. C. W.," Delavan, Wis.—"Is not the 'e' in the word 'err' pronounced differently from the same vowel in the word 'error'? Should not the vowel in the former be given the sound of 'e' in 'her,' and the latter the sound of 'e' in 'met'? Is there any sanction for the pronunciation of the 'e' in 'error' as 'e' in 'her'?"

The sound of the *e* in *err* is that of the sound of *u* in *burn* or of *e* in *fern*, while that of the *e* in *error* is the same as that of *e* in *get*.

"R. H. W.," College Park, Md.—"Is it ever correct to use the term 'New Beginner,' to distinguish, for instance, a newly discovered beginner from other beginners known to both parties of the conversation? Beginner is in this case used in connection with a business which requires the experience of many years to master."

"New beginner" is pleonastic. "Recent beginner" is preferable and can be qualified by use of "more" or "most," as the case may be. Yet Holland, in his translation of Pliny, published in 1601, made use of the expression "new beginners."

"L. K.," Washington, D. C.—"Please inform me which is correct: 'I subscribe *for* a fund,' or 'I subscribe *to* a fund.'"

One should say, "subscribe *to* a fund; *for* a magazine." To subscribe is to promise to pay, as a contributor to some cause or enterprise, by writing one's name beneath a written or printed pledge; as, "he *subscribed* five hundred dollars *to* the building-fund"; or, "he renewed his subscription *for* THE LITERARY DIGEST."

"R. D. R.," New York, N. Y.—"What is the proper spelling of the past participle of the verb *to lead* (to conduct, to guide). The only spelling according to my understanding is 'led,' as 'He has led the horse to water,' etc. It is stated to me that the spelling 'lead' is permissible, but not used generally. A statement from you that the spelling 'lead' is incorrect (if this is the case), and any available quotation using the past participle actively as above will be welcomed."

As the past participle of *lead* has been *led* since 1586, no quotation from standard literature (accepted as standard in our time) where it is spelled *lead* is available. The development of the orthography of the word is as follows: 1250, *ledden;* 1570, *ledde;* 1586, *led.*

"H. E. W.," Fresno, Cal.—"Please comment on this: 'Lucy M. Barns, proprietoress.' Should it not be 'proprietor,' especially when the party's name indicates sex?"

"Lucy M. Barns, proprietress," may be used, but "proprietor" would not be incorrect, in the light of analogy, for we have poets and authors of the feminine gender who are commonly designated in masculine terms.

"J. L. H.," Concord, N. C.—"Please advise the relative degree of formality and cordiality of the following modes of salutation in letters: (1) 'Sir'; (2) 'Dear Sir'; (3) 'My Dear Sir'; (4) 'Rev. Mr. J. A. B. Fry'; (5) 'Rev. Mr. Fry.' (6) Also, how would a private citizen address the President of the United States and Senators or Congressmen?"

(1) Formal. (2) Less formal. (3) Still less formal. (4) Omit the *Mr.* (5) To be used only when initials are not known. (6) *Mr. President* in conversation, and *Sir* by correspondence. Senators and Congressmen are addressed *The Honorable*, abbreviated *The Hon.*, and the salutation in a letter depends on the acquaintance as indicated by (1), (2), and (3) above.

"H. M. C.," Emporia, Kan.—"Kindly tell me how to use and distinguish between *rose* and *arose.*"

"Rose" is the imperfect of *rise;* "arose" is the imperfect of *arise.* In the senses implying physical motion, *rise* is now more common. The words are synonyms, but there is a general preference, in present usage, for the shorter form, except in the poetic or elevated style of writing.

"J. E. C.," Brookline, Mass.—"(1) If the expression 'the writer' is used in the early portion of a letter, should the third personal pronoun be used throughout, or is 'I' allowable? (2) In a letter to Richard Hudnut, Inc., or John Lane, Ltd., should the salutation be 'Dear Sir' or 'Gentlemen'?"

(1) A letter begun in the first person should be continued in that person throughout, and one begun in the third person (the writer . . . he) should be continued in the third person. (2) A letter addressed to the offices of an incorporated company or a limited company, when not addressed to the secretary of same, should begin "Gentlemen," or "Dear Sirs," according to individual preference.

"R. H.," Brooklyn, N. Y.—"Please comment on the correctness and elegance of the following sentences: 1. 'The barn is *behind* the house.' 2. 'The barn is *back of* the house.' 3. 'The barn is *in back of* the house.'"

The sentence, "The barn is *behind* the house," is preferred.

"H. M. H.," Austin, Texas.—"Does usage make the female superintendent of a club or other organization a 'steward,' as opposed to the 'stewardess' on shipboard?"

No, *steward* is always masculine; *stewardess* is always feminine.

HISTORY-OF-THE-EUROPEAN-WAR

THE AUSTRO-SERVIAN QUARREL

June 28, 1914.—The Archduke Francis Ferdinand, heir to the throne of Austria-Hungary, and his morganatic wife, the Duchess of Hohenberg, are assassinated in Serajevo, Bosnia, by a Servian student.

July 2.—Gabrinovics, who made an unsuccessful attempt upon the life of the Archduke, makes a sworn statement implicating the Secretary of the Pan-Servian Union and others in the murder of the Austrian heir.

July 23.—Austria sends an ultimatum to Servia.

July 24.—Servia requests an extension of time for consideration of the ultimatum, but the request is refused.

July 25.—Servia concedes all of Austria's demands save that of Austrian participation in the investigation of the Austrian Archduke's murder, and asks for Hague mediation. The Austrian Minister leaves Belgrade, declaring this reply to be unsatisfactory. King Peter of Servia withdraws from Belgrade, on the frontier, to Kragujevatz.

July 26.—Efforts for peace are made by London, Paris, and St. Petersburg, altho it is reported that hostilities between Servian and Austrian forces have already begun.

July 27.—Especial efforts are made by Sir Edward Grey to secure non-interference by other Powers in the Austro-Servian conflict, and to obtain a conference of Powers to assure neutrality.

July 28.—**Austria declares war on Servia.**

July 29.—An Austrian force attacks Belgrade.

MOBILIZATION, DECLARATION, AND INVASION

July 28.—Germany refuses to consider the peace conference in London suggested by Sir Edward Grey. The Kaiser holds an all-day conference with his Ministers. Socialist antiwar riots take place in Paris. Russian forces are beginning to be massed upon the western border.

July 29.—Mobilization continues in Russia, Germany, and France. The British first fleet leaves Portland under sealed orders.

July 30.—Germany sends an ultimatum to Russia, demanding that Russian mobilization cease within twenty-four hours, else Germany will mobilize.

July 31.—Negotiations by telegraph are carried on between the Czar, the Kaiser, and King George, seeking a peaceful solution of the impending quarrel. Germany, with the exception of the Kingdom of Bavaria, declares martial law. Jean Léon Jaurès, the famous French Socialist leader, is assassinated in a Paris café.

August 1.—Emperor Francis Joseph orders a general mobilization of the Austrian Army and Navy. **Germany declares war upon Russia.** The French Cabinet orders general mobilization.

August 2.—German troops enter Luxemburg. An ultimatum demanding free passage for German troops is addrest to Belgium.

August 3.—Belgium appeals to England for diplomatic aid. **Germany declares war on France.**

August 4.—England demands that Germany observe Belgian neutrality unreservedly. Berlin rejects the ultimatum. **Great Britain declares war on Germany. The French Minister of War declares that a state of war exists with Germany.** German troops attack Liège, Belgium. Engagements occur between Germans and French at the French border near Belfort. President Wilson issues the proclamation of the United States's neutrality.

August 5.—**Austria declares war on Russia. Montenegro declares war on Austria. Belgium declares war on Germany.** In addition to the German army in Luxemburg and that crossing the border near Belfort, a third division enters France east of Nancy, from Lorraine. Lord Kitchener goes into the British Cabinet as Secretary of State for War. President Wilson as head of the greatest neutral State signatory to the Hague Convention tenders his good offices for peace to any and all of the conflicting nations of Europe.

August 6.—**Italy notifies Great Britain that she will remain neutral. Servia declares war on Germany.** French troops cross into Alsace.

August 8.—**Portugal announces her alliance with Great Britain.**

August 10.—**France declares war on Austria.** Servian troops invade Bosnia, assisted by Montenegrins.

August 12.—**Great Britain declares war on Austria-Hungary. Montenegro declares war on Germany.**

August 14.—Servians and Montenegrins advance into Herzegovina.

August 15.—Japan sends an ultimatum to Germany, demanding the withdrawal of German ships from Eastern waters and the surrender of Kiaochow.

August 23.—**Japan declares war upon Germany.**

August 25.—**Austria declares war on Japan.**

August 27.—**Austria declares war on Belgium.**

AUTUMN CAMPAIGNS

August 7.—**Belgium**—Liége falls into German hands.

August 11.—**Belgium**—A circling movement of the extreme right wing of the German advance begins, finally reaching Brussels.

August 16.—**France**—The first British expeditionary force lands on the Continent. **Servia**—Austrians and Servians engage on the Jadar River.

August 17.—**Belgium**—The Belgian Government moves from Brussels to Antwerp. **France**—A five-day battle begins in Lorraine, ending in the repulse of the French across the frontier. **East Prussia**—Russian troops cross the border, and engage the Germans at Stallupönen.

August 20.—**Belgium**—The van of the German Army arrives at Brussels. The Belgian Army retreats on Antwerp.

August 21.—**Belgium**—The Germans enter Brussels. The attack upon Namur is begun. **South Africa**—German forces invade British territory.

August 23.—**Belgium**—Namur falls, and the Germans continue westward against Mons. French and English forces move northward against the right wing of the German advance. **Northeastern France**—The Germans occupy Lunéville.

August 24.—**Belgium**—*Zeppelin* bombs fall in Antwerp. The retreat of the English regiments from Mons begins.

August 25.—**Galicia**—The Russians reach to a point within eighty miles of Lemberg.

August 26.—**Belgium**—The Germans burn Louvain. **Northeastern France**—The Germans take Longwy. **West Africa**—The British from Nigeria conquer German Togoland.

August 27.—**East Prussia**—At Oertelsburg, near Allenstein, a three-day battle begins, resulting in a Russian defeat. **The Far East**—Japan blockades Kiaochow.

August 28.—**Belgium**—The Allied retreat from Mons slackens. **Galicia**—Russians advance on Lemberg. **Central Africa**—Germans attack the Belgian Kongo. **Naval**—The Germans lose three small cruisers in a skirmish off Helgoland.

August 29.—**France**—One wing of the German force approaches Amiens, while an eastern portion descends the Oise toward Paris. La Fere, eighty miles from Paris, is captured.

August 30.—**France**—Amiens is taken. Paris prepares for a siege. The Germans advance in a line from Amiens to Laon, forcing back the French left.

August 31.—**East Prussia**—General von Hindenburg, after a three-day combat, vanquishes the Russian invaders in the Masurian Lakes region.

September 1.—**France**—Germans reach Compiègne, forty miles from Paris.

September 2.—**France**—The German advance, a few miles north of Chantilly, is turned abruptly southeast, and directed against the center of the Allies' line.

September 3.—**France**—The French capital is transferred to Bordeaux. The Germans reach the valley of the Marne. **Galicia**—Lemberg is occupied by the Russians. **General**—The Prince of Wied leaves Albania.

September 4.—**France**—The Germans cross the Marne.

September 5.—**France**—The French left wing commences to surround and turn the German right. **General**—Representatives of Great Britain, France, and Russia sign an agreement that none of the three shall make terms of peace without the concurrence of the others.

September 7.—**France**—The Germans take Maubeuge, a fortress of the first line of French defense. The German retreat back across the Marne begins. **Galicia**—The Russians capture Nikolaief and Mikolojow, south of Lemberg.

September 8.—**France**—The German forces are driven steadily back across the Marne.

September 10.—**France**—The Germans are driven into a V-shaped position at Vitry, where they assume the defensive. **Galicia**—The Russians are victorious at Ravarusska, forty miles north of Lemberg, taking many prisoners.

September 13.—**France**—The French regain Soissons. The Battle of the Aisne begins. **East Africa**—German forces invade British East Africa.

September 17.—**Northeastern France**—The Germans suffer a repulse at Nancy.

September 19.—**France**—Reims is bombarded and the cathedral set on fire. **East Prussia**—The Russians are driven across the border into Suwalki. **Galicia**—The Russians cross the San River.

September 21.—**Galicia**—Jaroslaw is taken by the Russians. **Servia**—The Austrian army of invasion is crusht in an engagement near the Drina River.

September 22.—**France**—The Germans gain the heights of Craonne, near Reims. **Galicia**—The Russians invest Peremysl. **Naval**—The German submarine *U-9* sinks the British cruisers *Hogue*, *Cressy*, and *Aboukir* in the North Sea, with a British loss of 1,133 men.

September 23.—**East Prussia**—General von Hindenburg forces the Russians across the Niemen River.

September 24.—**France**—The Allies occupy Péronne. **East Prussia**—A Russian force from the south occupies Soldau.

September 25.—**East Prussia**—Von Hindenburg makes a terrific effort to cross the Niemen, but fails.

September 26.—**France**—The Germans capture St. Quentin. **East Prussia**—Von Hindenburg falls back on Augustovo and makes an assault on Ossowiec. **Galicia**—Peremysl is heavily bombarded. **The Far East**—The Japanese take Weihsien, in the province of Shantung.

September 27.—**France**—The Allied attack is forced back on Albert.

September 28.—**Belgium**—The siege of Antwerp begins. **Central Poland**—The Russians advance in the direction of Posen, engaging the Germans at the Prussian frontier, where a stand is made. **Galicia**—Russians advance over the Karpathians into Hungary.

September 30.—**The Far East**—The Japanese begin the bombardment of Kiaochow.

October 1.—**France**—Heavy fighting begins north of Arras. **Northeastern France**—The Germans cross the Woëvre plains in a north and south line, 14 miles east of Verdun. **General**—Austria expresses official regret for the damage done Italian shipping by Austrian mines and promises an indemnity.

October 2.—**East Prussia**—The week's fighting about Augustovo ends with a German defeat and expulsion from Poland.

October 3.—**France**—The transference of the British force to Belgium begins. **Galicia**—The Russians take Tarnow.

October 4.—**Galicia**—Reenforcements from Krakow halt the Russian advance.

October 5.—**Belgium**—The Belgian seat of government is removed from Antwerp to Ostend. **The Far East**—The Japanese occupy German holdings in the Marshall Islands.

October 6.—**Northeastern France**—The Germans capture Camp-des-Romains, near Saint-Mihiel. **Poland**—A German attack forms along the Polish border, striking northeast at Warsaw.

October 7.—**East Prussia**—Reenforcements from Königsberg check the advance of the Russians, tho the latter occupy Lyck. **The Far East**—The Japanese seize the Caroline Islands.

October 9.—**Belgium**—Antwerp falls.

October 10.—**France**—The Germans concentrate on their effort, destined to last many weeks, to drive downward on Paris via the unfortified stretch of 100 miles between Arras and the sea. **General**—Charles, King of Roumania, dies.

October 12.—**Galicia**—Austrian reenforcements relieve Peremysl temporarily. To the north, along the San River, a long, indecisive battle begins between Austrian and Russian forces. **South Africa**—Martial law is proclaimed throughout the Union of South Africa. **General**—Ferdinand, the new King of Roumania, takes his oath of office.

October 13.—**Belgium**—The Belgian Government removes to Havre. **France**—The Allies' advance pushes across the Belgian border. **Poland**—The hostile forces engage, within 20 miles of Warsaw, in the Battle of the Vistula.

October 15.—**Belgium**—The Germans occupy Ostend.

October 16.—**France**—The reenforced Allied north wing swings in on Lille, retaking Armentières. The first Battle of Ypres begins. **Northeastern France**—Germans at Saint-Mihiel are forced back toward the Alsatian border. **Naval**—The British cruiser *Hawke* is sunk by the German submarine *U-9*.

October 18.—**Belgium**—The Belgian Army joins the Allied north wing. **Russian Poland**—In the Battle of the Vistula, Russian reenforcements outflank the German left and attack the German right simultaneously, turning the tide of battle.

October 19.—**Belgium**—British gunboats in the Channel bombard the Germans at Nieuport. **Servia**—The Servian Army surrounds Serajevo.

October 24.—**Belgium**—The Germans cross the Yser River.

October 25.—**Central Poland**—Lodz and Radom are retaken by the Russians. **South Africa**—A rebellion is started by General de Wet and General Beyers.

October 27.—**Naval**—The British superdreadnought *Audacious* is torpedoed off the north coast of Ireland. Reports of its subsequent sinking or salvage are in dispute.

October 29.—**Turkey**—A Turkish cruiser begins hostilities against Russia by the bombardment of the town of Theodosia, in the Crimea. Odessa also is bombarded.

October 30.—**Belgium**—The Belgian Army destroys several dikes, flooding the lower Yser valley and driving the Germans inland about Dixmude.

EASTERN MANEUVERS, AND THE ENTRANCE OF TURKEY; THE WINTER DEADLOCK IN THE WEST

November 1.—**Turkey**—The Turks bombard Sebastopol. **Naval**—A naval engagement occurs off the coast of Chile, in which the British lose two cruisers.

November 2.—**Turkey**—The bombardment of the Dardanelles by an Anglo-French fleet begins. The Turks begin to advance on Egypt.

November 3.—**Naval**—A German squadron raids the British coast near Yarmouth and a British submarine is sunk. **Turkey breaks off diplomatic relations with the Allies.**

November 5.—**East Prussia**—Russians attack to the east and south and occupy Mlawa. **Turkey**—**England and France declare war on Turkey.** Russian troops invade Turkish Armenia.

November 6.—**Western**—The Germans capture a strategic point in the Argonne near Vienne-le-Château. **Southern Poland**—The retreating Germans make a firm stand at Czenstochow. Above, the Russians reach Pleschen, in Silesia. **Galicia**—The Russians claim a great victory in the reoccupation of Jaroslaw. The Austrians retreat on Krakow. **Servia**—The Austrians capture Kostajnik. **The Far East**—Tsing-tao, the German stronghold in China, is surrendered to the Japanese.

November 8.—**South Africa**—The rebel force under General Beyers is dispersed by General Lembert's command.

November 9.—**Western**—Desperate fighting marks the German effort to cross the Yser and take Dixmude. **East Prussia**—The Germans defeat a Russian force at Wyschtyniz Lake. **South Africa**—The rebel general De Wet overcomes a British command under General Cronje near Doornberg.

November 10.—**East Prussia**—The Russians are pushed back at Wirballen, but hold at Lyck and Soldau. **Naval**—The German cruiser *Emden* is destroyed at the Keeling Cocos Islands.

November 11.—**Western**—The Germans cross the Yser and capture Dixmude. **Galicia**—Peremysl is reinvested by the Russians. **Naval**—A British torpedo-boat, the *Niger*, in harbor at Deal, is sunk by a raiding German submarine.

November 12.—**East Prussia**—General Rennenkampf's troops capture Johannisburg. **Central Poland**—Germans advance into Poland in a 40-mile battle-line extending from near Lipno toward the Warthe. **Turkey**—The Turks capture El Arish, in Egypt.

November 16.—**East Prussia**—At Stallupönen, on the Suwalki border, the Russian advance is checked. Russian forces near Soldau suffer a repulse. **Central Poland**—At Wlozlawsk the Germans take several thousand prisoners.

November 17.—**Western**—Wide inundations effected by the Belgians extend the flooded area beyond Dixmude, and bring to a close the first Battle of Ypres. **East Prussia**—The Russians fall back between Gumbinnen and Wirballen, and retreat from Soldau upon Mlawa. **Central Poland**—Heavy fighting retards the German advance between Lodz and the Bzura River. Reenforcements continue to pour in from Prussia. The Russian port of Libau on the Baltic is bombarded by a German squadron. **Servia**—The Austrians are victorious at Valjevo.

November 19.—**Central Poland**—The German advance is blocked within 40 miles of Warsaw. To the south, a huge battle is under way, centering on Krakow and Czenstochow. **Turkey**—Russian reenforcements pour into the Batoum district. Kurd forces suffer defeat in Persian Armenia. **General**—The Khedive of Egypt joins personally with Germany and the Young Turks.

November 21.—**East Prussia**—The Russians readvance and capture Gumbinnen. **Galicia**—The Austrians evacuate Sandec. **Servia**—The Servians make a successful stand against the Austrians, tho forced out of Valjevo.

November 23.—**Central Poland**—The German line at Kalisz and Thorn falls into a Russian trap. **Turkey**—The Turks claim victory over a British force near El Kantara, east of the Suez Canal.

November 24.—**Western**—British war-ships in the Channel bombard the German naval base at Zeebrügge.

November 25.—**Galicia**—Russian forces attempt an invasion of Hungary over the Karpathian Mountains.

November 26.—**Central Poland**—The Germans extricate themselves from the Russian encircling movement, and continue their advance. **Galicia**—Austrian forces defending Krakow are defeated by the Russians at Brzesko. **Naval**—The British predreadnought *Bulwark* blows up and sinks in the Thames; cause unknown.

November 27.—**Western**—The French claim gains all along the line from the Channel to Mühlhausen, averaging 4 to 10 miles in the last two weeks.

November 29.—**Servia**—Austrians advancing on the main Servian force capture Suvotor, near Valjevo. **Bukowina**—The Russians seize Czernowitz.

November 30.—**Western**—Germans to the number of 120,000 concentrate on an attack on Ypres. **Galicia**—The Russian force across the Karpathians is surrounded and defeated. **Servia**—Belgrade is taken by the Austrians after a 126-day siege.

December 1.—**South Africa**—General de Wet is captured.

December 3.—**Western**—French progress is marked, east of Saint-Mihiel and in Alsace. **Servia**—The resistance to the invading Austrians becomes aggressive. **Karpathians**—Bartfeld is captured by the Russians.

December 5.—**Western**—The German attack at Ypres is successfully resisted, with some gains by the Allies. **Central Poland**—Reenforced from the West, the Germans take Lodz, directly against the Russian center.

December 6.—**Galicia**—A Russian force numbering 270,000 is before Krakow, and the suburbs are under bombardment.

December 8.—**Servia**—Turning on the invaders, the Servians bring to a successful conclusion a six-day battle near Mt. Rudnik, and regain Valjevo and Ushitza. **Turkey**—The British expeditionary force at the head of the Persian Gulf gains Kurna, giving it control from the junction of the Tigris and Euphrates to the sea. **South Africa**—General Beyers, the rebel Boer leader, is killed. **Naval**—A British squadron takes by surprize Admiral von Spee's squadron in the South Atlantic off the Falkland Islands, and sinks three of the German vessels. Nearly 2,000 lives are reported lost.

December 10.—**General**—Von Falkenhayn succeeds von Moltke as head of the German General Staff.

December 12.—**Northern Poland**—German forces advancing from the direction of Soldau suffer repulse near Przasnysz. **Central Poland**—Pushing on from Lodz, the Germans are concentrating near Lowicz. **Servia**—The invading Austrians fall back upon the border, with a reported loss of 28,000. **Bukowina**—The Russians hold important areas in the Eastern Karpathians.

December 13.—**Naval**—The Turkish battle-ship *Messudieh* is sunk in the Dardanelles by a British submarine.

December 14.—**Northern Poland**—The Germans are pushed back from Przasnysz to Mlawa. **Galicia**—The Austrians drive the Russians northeast from Jaslo, toward the San. **Servia**—The Servians recapture Belgrade. Three Austrian army corps are routed, to the South. The Austrians fall back across the Danube and San rivers.

December 16.—**Naval**—Scarborough, Hartlepool, and Whitby, three towns on the eastern coast of England, are bombarded by a German squadron. The killed number 48; wounded, 85.

December 17.—**Western**—Appreciable gains are made by the Allies between the Channel and the Lys River. **General**—Great Britain declares a protectorate over Egypt.

December 18.—**Central Poland**—The Germans capture Lowicz.

December 19.—**Central Poland**—The Germans are halted at the Bzura River, thirty miles from Warsaw. **Southern Poland**—The Russians fall back across the Nida River, but begin a flank movement south on Tarnow.

December 20.—**Karpathians**—Following a severe engagement at Lupkow Pass, the Austrians are swept back into the valleys of the Latorcza and Ungh rivers, in Hungary. **Turkey**—The Russians drive the Turks in full flight in the direction of Van.

December 21.—**Northern Poland**—The German invaders are driven across the border to Neidenburg and Lautenburg, where a stand is made for the protection of Thorn.

December 25.—**East Prussia**—In an engagement near Lötzen the Germans take many Russian prisoners. **Galicia**—By a quick change of front and a sharp engagement, a junction of Austrian forces at Tuchow, on the Biala River, is prevented by the Russians and the relief of Peremysl is prevented. **Naval**—Eight British ships, accompanied by hydroaeroplanes, raid the German harbor of Cuxhaven on the North Sea.

December 29.—**Western**—The French invest Steinbach, in Alsace. French attacks on Sennheim are repulsed.

December 30.—**Central Poland**—The Germans withdraw from the Bzura.

December 31.—**Transcaucasia**—Turks invade Russian Caucasus, advancing on Kars and Ardahan.

January 1, 1915.—**East Prussia**—The Russians are driven across the border into the Polish province of Suwalki. **Transcaucasia**—Turkish troops occupy the fortified Russian town of Ardahan. **Naval**—The British ship *Formidable* is torpedoed and sinks in the English Channel, with 500 men. **General**—The German headquarters announces that there are in Germany 586,000 prisoners of war: 310,000 are Russians, 220,000 French, 37,000 Belgians, and 19,000 British.

January 3–4.—**Western**—French forces capture Steinbach, in Alsace. **Transcaucasia**—The Russians destroy an entire Turkish army corps in two crushing victories, at Ardahan and Sarikamysh.

January 7.—**Western**—At Soissons, the Allies gain two lines of trenches and cross the Aisne. **General**—President Poincaré, of France, signs the decree prohibiting all sale and transportation of absinth and similar liquors.

January 12.—**Transcaucasia**—The remainder of the Turkish Tenth Army Corps is routed at Kara Ourdan.

January 13.—**General**—Count Berchtold, Premier of Austria-Hungary, resigns, to be succeeded by Baron Burian, a Hungarian.

January 14.—**Western**—North of Soissons, the Germans capture six villages, the heights of Vregny, five miles of trenches, and 3,150 men, driving the French back across the Aisne. **East Prussia**—A Russian invasion by a new force of 800,000 men is begun. **Persia**—A Turkish army occupies Tabriz.

January 15.—**Bukowina**—The Russians take Kirlibaba Pass.

January 17–18.—**Western**—Fierce fighting centers about La Boiselle, northeast of Amiens, the village changing hands repeatedly. In the forest of Le Prêtre, on the Lorraine border, the French advance reaches to within ten miles of Metz.

January 19.—**Western**—German aircraft raid Norfolk coast towns, causing much damage and killing four persons.

January 24.—**Western**—In a second attempt to raid English coast the German squadron is detected and routed by the British coast patrol. The German cruiser *Blücher* is sunk with 762 men. The Germans' assertion of the loss of a British cruiser is denied. **South Africa**—Twelve hundred Boer rebels under Maritz attack Upington, Bechuanaland, and are repulsed.

January 30.—**Transcaucasia and Persia**—The Russians overwhelm the Turks in the Caucasus and at Tabriz.

February 1.—**Central Poland**—German forces at Borjimow, after five weeks of fighting, drive the Russians back from the Bzura, upon Warsaw. **General**—By decree, the German Government takes control of all foodstuffs within the Empire.

February 2.—**Egypt**—Turks attempting to cross the Suez Canal at Toussoum are repulsed by British forces. **Dardanelles**—The four outer forts are shelled by an Anglo-French fleet.

February 3.—**Central Poland**—The Russians initiate a counter-offensive at the Bzura. **Galicia**—The Austrians evacuate Tarnow.

February 6.—**General**—Turkey salutes the Italian flag and surrenders a captive British consul, closing the Hodeida incident, which threatened war. The *Lusitania* flies our flag by British Admiralty order while in the danger-zone.

February 9.—**Karpathians**—Germans meet with stubborn resistance, involving heavy losses, at Tucholka Pass. **General**—The Russian Duma holds its first meeting since August 9.

February 10.—**General**—The United States Government protests to Germany against its decree of a marine "war-zone," and to England against the use of neutral flags by British ships. The British House of Commons adopts estimates for 3,000,000 men, voting unlimited funds.

February 12.—**Western**—Thirty-four British aircraft raid the Belgian coast. **East Prussia**—The Czar's forces are again driven out, 50,000 prisoners being taken by the Germans.

February 13.—**Central Poland**—German troops occupy Plock.

February 16.—**Western**—Forty British aeroplanes and seaplanes attack the Ostend district. **General**—Figures made public

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at Washington show that American exports of war-materials during the last four months of 1914 amounted to $49,466,092.

February 18.—**Western**—The German marine "war-zone" decree goes into effect. **East Prussia**—Nine engagements in the Masurian Lake district result in a decisive victory for the Germans. **General**—Turkey apologizes to Greece and yields to her demands for reparation, averting war.

February 19.—**General**—Great Britain replies to the note of protest against misuse of neutral flags, denying any intention of ordering their use for the general protection of merchant vessels.

February 20.—**Northern Poland**—The Russians retreating from East Prussia make a successful stand at Ossowiecz. **Dardanelles**—The Anglo-French fleet reopens its bombardment of the Turkish fortifications. **General**—The American cotton-ship *Evelyn*, bound for Bremen, strikes a mine and sinks near the mouth of the Ems.

February 23.—**General**—The American cotton-ship *Carib* is sunk in the North Sea.

February 24.—**Northern Poland**—The Germans storm and take Przasnysz, with 10,000 prisoners.

February 25.—**Dardanelles**—The Allied fleet silences all the forts at the entrance to the strait.

February 27.—**Western**—German forces in Lorraine achieve a four-mile gain on a thirteen-mile front. **Northern Poland**—The Russians regain Przasnysz.

March 1.—**General**—The French Government estimates that 1,880,000 Germans are on the Western line, while 2,080,000 Germans and Austrians are opposed to the Russians in the East. Prisoners of war in Germany have increased 200,000 since January 1, making a total of 781,000. It is estimated that out of Austria's first line of 2,000,000 about 1,600,000 have been lost in killed, wounded, or captured.

March 5.—**Karpathians**—The Russians inflict terrific losses on the Austrian Army in an indeterminate engagement, in which the latter hold ground in the Beskid Mountains. **Dardanelles**—Three more forts are silenced on the Asiatic side. **General**—A new peace Cabinet is formed in Greece.

March 10.—**Western**—British troops take Neuve Chapelle and advance on Lille.

March 13.—**Galicia**—Russian forces capture Austrian fortifications near Tarnowitz and Polno.

March 14.—**Naval**—The German cruiser *Dresden* is sunk by three British war-ships at Juan Fernandez Island.

March 15.—**General**—Berlin estimates the total Allied loss at 3,600,000 men; the imprisoned Russians in Germany, on February 1, at 350,000, those in Austria at 157,800; French prisoners in both countries, 240,000. The grand total of killed, wounded, and missing for Prussian land-forces alone is put at 1,050,029.

March 18.—**Dardanelles**—The British battle-ships *Irresistible* and *Ocean* and the French battle-ship *Bouvet* are sunk by mines. The British *Inflexible* and French *Gaulois* are disabled.

March 22.—**Galicia**—Peremysl falls, its garrison of 9 generals, 93 officers of the General Staff, 2,500 other officers, and 117,000 men surrendering unconditionally.

March 23.—**Karpathians**—The Russians gain Lupkow Pass.

March 25.—**Persia**—The Turks are defeated at Ardabil by the Russians, with a loss of 21,000. Kurds massacre Christian residents at Urmia. **General**—Albanian insurgents shell Durazzo, Albania.

March 26.—**Western**—The French occupy Hartmannsweilerkopf, in Alsace, where both sides have suffered severe losses in a prolonged engagement.

March 28.—**General**—The British passenger-ship *Falaba* is sunk by a German submarine south of St. George's Channel. One American and 120 others of the passengers and crew are lost.

March 31.—**Karpathians**—The Russians reach the last heights of the Beskid Mountains, on the threshold of Hungary. **General**—The German War Office announces the capture of 55,800 Russians during March. Russia reports the total number of Austrian prisoners taken since the advance in the Karpathians began, on January 21, to be 260,000, including those taken at Peremysl.

THE SPRING CAMPAIGNS

April 1.—**Western**—Submarine attacks on England's fishing fleets are begun.

April 2.—**Dardanelles**—The destruction of the British battle-ship *Lord Nelson* is reported. The Allied fleet withdraws.

April 3.—**Western**—French forces begin a series of attacks upon the German lines between Verdun and Metz.

April 4.—**Karpathians**—The Russians advance in the Beskid Mountains, capturing Smolnik, east of Lupkow Pass, and surging through Rostock Pass, but the Austrians at Uzsok and Beskid passes hold back the invasion of Hungary.

April 5.—**East Prussia**—Near Memel a Russian battalion is annihilated.

April 6.—**Karpathians**—The Russians take Varecze Pass and occupy Polena, on the Hungarian slope.

April 7.—**Western**—The Germans take Drei Grachten. The French take Les Éparges with heavy German losses.

April 8.—**General**—Berlin reports 812,808 prisoners in Germany on April 1.

April 11.—**General**—Of the 1,668¾-mile Allied front, East and West, it is estimated that the French hold 544 miles, the British 32½, the Belgians 17¼, the Russians 857, and the Servians and Montenegrins 219. The total British casualties to date are 139,347.

April 12.—**Karpathians**—The Russians reach Szolyva, 20 miles within the Hungarian border. It is estimated that 3,500,000 men are engaged in the Karpathian battle-line.

April 14.—**Western**—The French gain a mile in the capture of Schuepfeureithkopf, in Alsace, and advance down the Fecht River toward Colmar. In Belgium a prolonged struggle rages about "Hill 60," near Ypres.

April 18.—**Western**—The British gain three miles near Ypres, but the possession of "Hill 60" remains undecided. **Galicia**—The Russians evacuate Tarnow. **General**—The British strength at the front now comprises 750,000 men.

April 19.—**Western**—"Hill 60" is assailed repeatedly by the British. The fighting toward Ypres continues with violence. The Germans gain by the use of asphyxiating gases. **Karpathians**—Field-Marshal von Hindenburg takes command of the Austro-German forces.

April 22.—**Dardanelles**—The Allied bombardment is resumed.

April 25.—**Karpathians**—Costly Russian losses are suffered at Uzsok Pass. **Dardanelles**—Under cover of the new attack, Allied troops are landed on the Gallipoli Peninsula.

April 26.—**Western**—The Germans gain Hartmannsweilerkopf, in Alsace, with heavy losses. **General**—The French cruiser *Léon Gambetta* is sunk in the Ionian Sea by an Austrian submarine.

April 27.—**General**—The Women's International Peace Conference convenes at The Hague.

April 28.—**Turkey**—The Russian Black Sea squadron bombards Turkish forces within the Bosporus. Turkey announces a British destroyer sunk, a French cruiser on fire, and three British battle-ships badly damaged, in the Dardanelles.

April 29.—**Northern Poland**—The Germans advance east from Tilsit, 70 miles into Russian territory, beyond Schaul, cutting the Libau-Kovno railroad.

April 30.—**Western**—A *Zeppelin* raids Ipswich, 66 miles from London. At Ypres the Germans hold the west bank of the canal, while the Allies continue their attacks on "Hill 60." **General**—Ambassador von Bernstorff warns Americans, by a newspaper advertisement, to avoid entering the "war-zone" on ships of the Allies.

May 1.—**General**—The American oil-steamer *Gulflight* is torpedoed and sunk off the Scilly Isles, with no warning. Three deaths result. Minister van Dyke reports to Washington injury to the American oil-steamship *Cushing* by German aeroplane bombs.

May 2.—**Galicia**—Heavy Austro-German attacks gain a great victory near Tarnow, with the capture of 30,000 Russians.

May 3.—**Western**—The Germans gain in terrific onslaughts near Ypres, about the villages of Zonnenbeke, Zevecote, and Westhoek. The use of asphyxiating gases is continued.

May 4.—**Karpathians**—Weakened by Austro-German successes in Galicia, the Russian front on the Beskid range, from Zboro to Lupkow, gives way, followed by a general Russian retreat from Hungary.

May 5.—**Western**—The French estimate of Germany's loss in men in the foregoing two weeks, to date, about Ypres, is 35,000. **Galicia**—The Austrians recapture Tarnow and drive the Russians beyond the Donajec and Biala rivers.

May 7.—**Western**—The German assault about Ypres, lax for two days, begins with renewed vigor, penetrating the Allied line in several places. North of Arras the Allies gain two and one-half miles on a four-mile front. **North Poland**—German progress above the Niemen River continues. Libau, on the Baltic, is attacked by land and sea. **General**—The Cunard liner *Lusitania* is torpedoed without warning off Kinsale, Ireland, and sinks in fifteen minutes, with a loss of 1,152 lives, of whom 114 are Americans.